Update for customers sending postal goods to the United States

26-08-2025

Australia Post today announced it will temporarily partially suspend postal sending to the United States (US) and Puerto Rico, effective 26 August 2025, until further notice.

Australia Post has taken this action in response to recent significant changes the US Government has made to customs and import tariff rules for parcels sent to the US. Changes include the US suspending the De Minimis exemption for inbound goods (below USD$800) and requiring the pre-payment of tariffs prior to an item's arrival in the US.

The temporary suspension will impact Business Contract, MyPost Business and Retail customers sending goods through the postal network. Gifts under USD$100, letters and documents are unaffected by this change. This response is in-line with action taken by numerous other postal operators globally.

Australia Post is working with Zonos, an authorised US Customs and Border Protection (CBP) third-party provider, to offer a solution that will, once launched, allow services to resume for Business Contract and My Post Business customers. These customers will receive communications from Australia Post on what they need to do next to be ready for when this solution goes live.

Australia Post Executive General Manager, Parcel, Post & eCommerce Services, Gary Starr said: "Australia Post is focused on providing a reliable and competitive postal service for customers sending parcels internationally. Guidance from CBP has only recently been issued and, like more than 190 other postal providers, we've been working at pace to find a solution.

"We are disappointed we have had to take this action, however, due to the complex and rapidly evolving situation, a temporary partial suspension has been necessary to allow us to develop and implement a workable solution for our customers.

"Australia Post continues to work with US and Australian authorities and international postal partners to resume postal service to the US as a priority."

The temporary partial suspension also includes postal sending to Puerto Rico, as it is under US Customs territory and has also been impacted by these tariff changes.

Postal goods sent to the US and Puerto Rico lodged on or after 26 August 2025 will not be accepted by Australia Post until further notice.

Customers seeking an update can check the Australia Post website or call 13 POST (13 7678).

Source: Australia Post

Royal Mail partners with Shopify to offer streamlined fulfillment for retailers

26-08-2025

Royal Mail has partnered with Shopify, the leading global commerce company, to offer its parcel delivery services directly within the Shopify platform.

For the first time, Shopify's community of retailers will be able to purchase Royal Mail delivery and print labels all without leaving the Shopify platform. The solution provides convenient, end-to-end fulfillment to streamline operations and help retailers save time.

Shopify's newly upgraded fulfillment capabilities include:

- Faster shipping with time-saving tools: Filter and fulfil up to 250 orders simultaneously, with one-click label printing helping to eliminate repetitive work. Also includes smart shipping recommendations that learn from order history to help ship even faster.
- Built-in protection: Fraud detection to catch errors before packages ship, and claims can be filed directly within Shopify to resolve issues as fast as possible.

Partnering with Shopify is part of Royal Mail's commitment to help small businesses thrive by supporting them on every step of their journey, from side hustles and businesses starting out selling online, to those looking to grow, and established SMEs.

Tailored advice, information and tips as well as more information on the Royal Mail Means Business Campaign can be found on Royal Mail's Small Business Hub.

Adrian Baker, Parcels Director at Royal Mail, said:
"We are thrilled to partner with Shopify and to offer Royal Mail's trusted delivery services directly through the platform for the first time. This reflects our commitment to making it as convenient as possible to send parcels by giving customers more choice in how they use our services. By partnering with Shopify, we're helping retailers streamline their fulfillment and improve efficiency. This is part of our efforts to support small businesses and help them compete in a competitive landscape."

Deann Evans, Managing Director, EMEA, Shopify, added:
"We're thrilled to partner with Royal Mail in this strategic collaboration which supports small and growing businesses—the backbone of Britain's economy. Whether they're mature, just starting out or rapidly growing, UK merchants on Shopify now have built-in capabilities that make fulfilment simple at every stage of their journey."

Source: [International Distribution Services]

NZ Post recommences US parcel service for businesses amid tariff changes

28-08-2025

NZ Post General Manager of Export and International Solutions, Jared Handcock, says â€œwe know how important it is for businesses to stay connected with their US customers, and we’ve worked quickly to bring on this new option, following the temporary suspension to parcel sending into the US announced last week."

“While this sending option is available for new and existing businesses with an NZ Post account, NZ Post is committed to continuing the work needed to restore all sending options."

NZ Post is also developing solutions for sending personal gifts to the US, which is one of the exceptions under the new tariff structure. Gifts valued at $100 USD or less, sent from one individual to another, will be allowed to enter the US without any taxes or duties applied.

“We’re doing everything we can to make sending gifts and other items through our retail stores possible again soon. We will update customers as soon as we have this available. We expect this to be in the next week or so,” says Handcock.

Customers can stay up to date with the latest delivery updates at nzpost.co.nz/international-delivery-updates.

More about the new service to the US for business customers

This solution is available to all on-account NZ Post business customers, including new sign-ups. While this new service provides a pathway for businesses or commercial operators, NZ Post acknowledges that personal senders, such as individuals sending parcels to friends or family, are still waiting for a solution. Currently, they can send letters and documents to the US, but parcel sending remains unavailable.

This follows NZ Post’s temporary suspension of selected parcel services to the US last week, triggered by new US tariffs and removal of the duty-free (de minimis) threshold. These changes require multiple updates to how items are declared, processed, and taxed. To ensure compliance, sending was suspended while the required changes are made across our processes and systems. From 29 August 2025 (US Eastern Standard Time), items sent from New Zealand to the US will be subject to duties and taxes, regardless of value, with the exemption of gifts.

Businesses interested in opening an account with NZ Post can find more information at nzpost.co.nz

Source: NZ Post

DHL eCommerce finalizes strategic investment in Saudi logistics leader AJEX

28-08-2025

The move marks a significant milestone in DHL's expansion into the rapidly growing Saudi Arabian parcel market and AJEX expansion across the Middle East.

DHL eCommerce has officially completed its minority stake acquisition in AJEX Logistics Services. AJEX is a leading GCC supply chain and transportation company, owned by Ajlan & Bros Holding Group. The move marks a significant milestone in DHL's expansion into the rapidly growing Saudi Arabian parcel market and AJEX expansion across the Middle East.

The strategic partnership positions DHL eCommerce and AJEX to capitalize on the anticipated double-digit growth in Saudi Arabia's e-commerce sector, a key pillar of the Kingdom's Vision 2030, as well as across the broader Middle East region. AJEX started its operations in 2021 and has rapidly emerged as a leading regional and domestic parcel provider with a network of over 60 facilities, 1,200 vehicles and a team of 2,000 professionals. With AJEX, and the international reach and operational know-how of DHL eCommerce, customers across the region will benefit from enhanced delivery services and experience.

"As part of our Strategy 2030 'Accelerate Sustainable Growth', DHL Group is investing EUR 500 million in high-potential markets like Saudi Arabia," said Pablo Ciano, CEO of DHL eCommerce. "The customer-centric approach and strong regional presence of AJEX, combined with DHL's global expertise, will enable us to deliver reliable, affordable, and sustainable parcel solutions across the region."

"By combining regional expertise with global reach, this partnership is set to elevate standards of efficiency and reliability across the region's delivery sector and contribute to critical Saudi Vision 2030 goals," said Ajlan Mohamed Al Ajlan, Group Managing Director of Ajlan & Bros Holding Group. "United by shared values of customer-centricity, innovation, and teamwork, the AJEX-DHL partnership will play a crucial role in powering the e-commerce boom across Saudi Arabia and the wider Middle East, supporting core high-growth sectors, and helping to drive broader industry development."

"The acquisition of a minority stake by DHL eCommerce in AJEX marks a major milestone in our growth. A testament to the market credibility we have earned thanks to the speed and precision of our services, we are now ready to enter the next phase of growth," said Mohammed Albayati, Group CEO of AJEX. "For our customers across Saudi Arabia and the Middle East region, this means access to faster, smarter, and more innovative delivery services, powering the region's fast-growing e-commerce markets."

As part of the partnership, DHL eCommerce will have representation on the management board at AJEX and holds the option to increase its stake to a majority position in the future. DHL eCommerce, along with the business units DHL Express, DHL Supply Chain, and DHL Global Forwarding, are now present in the country. Going forward, AJEX will be branded as 'AJEX, a partner of DHL eCommerce'.

Source: DHL Group

Royal Mail first international postal operator to launch new services to send goods to the USA

28-08-2025

Royal Mail will be the first international postal operator to launch new services so customers can continue sending goods to the USA, ahead of new customs requirements coming into effect on Friday 29 August.

From today customers can use Royal Mail's new postal delivery duties paid (PDDP) services. This follows the US executive order on 30 July which states that goods valued at $800 or less will no longer be exempt from import duties and taxes from Friday 29 August.

Iain Johnson, Managing Director International, at Royal Mail said: "We have been working hard with the relevant US authorities and our international partners to adapt our services in a very short timeframe. Our UK-based customers, whether consumers or businesses, can now send items to the US through all of our usual channels, including online and the Post Office, in time for the new customs requirements which come into effect on Friday 29 August."

Now, with just a few exceptions, all goods entering the USA will attract duties which will need to be paid to the US Customs Authorities, a process that will be handled by Royal Mail. This is a change to the previous rules where all goods under a value of $800 could enter the US duty free.

For business (account) customers:

- Duties will be calculated applicable to where the items, being sent to the US, were manufactured, and paid to US Customs. Royal Mail will invoice customers for duties we have paid on their behalf.
- There will be a handling fee per parcel to cover the additional costs associated with providing clearance services into the US.

For consumers and small businesses:

- Postage can be purchased online or at a Post Office.
- Duties on items will be calculated and collected at the point of buying the postage.
- Consumers sending gifts worth less than $100 will not have to pay duty.
- Customers who only send personal correspondence are not affected by the changes. They can continue to send items to the US, without a customs declaration, as they do now.

Further information for our larger business customers can be found here: www.royalmail.com/usabusinessupdates

Information for consumers and small businesses can be accessed here: www.royalmail.com/usapersonalupdates

Source: International Distribution Services

International Post Corporation

2025 edition of IPC Domestic E-commerce Shopper Survey now completed

28-08-2025

IPC completed its 2025 Domestic E-Commerce Shopper Survey, gathering responses of over 6,000 online shoppers spread across six markets. The target group consists of frequent domestic online shoppers who have made an online purchase from a domestic e-retailer in the last three months.

Online shoppers in the six markets were asked about their consumer experiences and preferences. Selected findings from the survey:

Consumer experiences:

- Clothing and footwear were again the most common product category for an online order.
- 12% of shoppers purchased food and beverages (excluding restaurant/fast food orders/food subscription boxes)
- 36% of shoppers already knew exactly what they wanted to buy. For the rest, the product search started mainly in search engines and directly on online marketplaces.
- Three in five parcels were delivered in up to 3 days, though only few had same day delivery.
- One-third of all orders were delivered in a cardboard box, and 13% were delivered in the original product packaging, with no additional packaging.

Consumer preferences:

- 35% of online shoppers said that parcel lockers were one of their three most preferred delivery locations. In certain markets, preference for lockers was much higher.
- Still, home delivery (doorstep or mailbox) was among the three most preferred locations for over nine in ten shoppers.
- In terms of influencing e-commerce behaviour, the most successful sustainable practices were reducing waste, eco-friendly product packaging, buying from a local producer and eco-friendly delivery.
- Key preferences for e-commerce return focus on speed, clarity, and convenience, while sustainability and flexibility in drop-off points were less important.

This survey is conducted annually for interested posts and allows to benchmark domestic e-commerce markets. Read more

An Post to keep US parcels flowing with a tariff payment solution for businesses

27-08-2025

Following a directive from the US government, all parcels originating in Europe and containing goods, must have taxes paid on those goods before they can the US.The long-standing â€˜de minimus’ allowance for contents (goods) less than $800 in value will no longer apply from 29th August.

The only exceptions to this new ruling are traditional letters, documents and parcels containing gifts valued at less than €85/$100.

In response to this directive, many european postal carriers are planning to cease all parcel services to the US, at least temporarily, and to avoid a chaotic situation in which the US administration is not providing any systems or support to assist european carriers in the collection of taxes.
Conscious of the importance of keeping trade links with the US open for Irish businesses, and the strong family connections between Ireland and the US, An Post has developed a solution which will enable receiving customers in the US to be advised of taxes owing on goods in transit to them, and to pay those taxes securely and speedily so that that the goods can be shipped to the US and delivered to them. An Post will be working with a trusted partner in the US to provide this service.

Garrett Bridgeman, Managing Director of An Post Mails & Parcels: “Strong personal and business links between Ireland and the US have been built over generations, and it is a important market for many Irish firms who use the postal system to sell into America. This situation is not of our making, but rather than simply switch off services and leave customers high and dry, we’ve put a solution in place. We in An Post have built up considerable expertise in supporting customers deal with the complexities of EU customs and Brexit. We’ll do all we can to support customers deal with these US tariffs and get their parcels through to customers, families and friends.”

What does this US directive mean for An Post customers from Friday 29th August?

- For customers sending letters / documents only, there is no change. These will continue to be delivered as normal.
- For customers sending gifts of $100 dollars or less (€85) – there is no change. These will continue to be delivered as normal provided the necessary documentation is completed at the Post Office or at anpost.com/USA
- For customers sending gifts with a value over $100 – taxes will be determined by the value and origin of the goods being posted, and must be paid by the receiving customer before the item leaves Ireland. Details of next steps at anpost.com/USA
- For businesses posting ecommerce goods of any value, taxes will be determined by the value and origin of the goods being posted, and must be paid by the receiving customer before the item leaves Ireland. They will continue to use An Post’s existing data capture systems, and will provide additional contact details for their

receiving customers in the US More details and support are available at an post.com/USA
- There will be no Registered Post service available for items containing goods from Ireland to the US after 29th August.

Business customers posting ecommerce items to the US, or personal customers posting a gift with a value more than €85 ($100) will have to capture the email/phone number of the US recipient / buyer and advise those customers of their requirement to pay taxes on the item. An Post's US partner will contact the customer to collect the payment securely. Once those payments have been received, An Post will forward payments and data to the US administration so that items can be shipped from Ireland to the US. Business customers should continue to complete all necessary electronic data capture for the USA as they have been doing for some years now. Should receiving US customers choose not to pay the taxes due, the item(s) will be returned by An Post to the Irish sender.
Customers can find at more at anpost.com/USA

Source: An Post

Parcel growth and modernisation reforms deliver a modest profit as competitive pressures mount

29-08-2025

Performance for the full year to 30 June 2025:

- Group revenue $9.45 billion, up 3.6% from FY24 ($9.13 billion)
- Group profit before tax $18.8 million, improved from FY24 loss ($88.5 million)
- Parcels and Services revenue $7.64 billion, up 2.9% on last year ($7.42 billion)
- Losses in the Letters service of $230.4 million
- Business efficiencies of $158.8 million realised in FY25
- Invested $371.9 million into the business, up 21.5% on FY24
- Estimated cost of Community Service Obligations: $391.0 million

Australia Post today announced a modest pre-tax profit of $18.8 million for the 2025 financial year driven by a record Christmas Peak period with 102.8 million parcels delivered, continued business simplification through the Post26 Strategy and modernisation reforms.

Despite an improved year-on-year performance, the business continues to face intensifying structural headwinds as letter volumes and Post Office foot traffic continue to decline, and multinational delivery companies and eCommerce platforms ramp up their presence in Australia.

There remains a significant disparity between the performance of the Letters service and Parcels business. Despite recent increases to the Basic Postage Rate (BPR), the Letters service continues to weigh heavily on Australia Post's financial performance and incurred substantial losses of $230.4 million in FY25.

The Parcels business achieved solid growth of 4.3% during the year, despite an influx of new competitors and further penetration of the Australian market by global eCommerce platforms. Over-the-counter transactions in the Post Office network continue to decline and the majority of visits are now parcels-related.

Prudent cost management and productivity improvements, along with the sale or closure of non-core businesses resulted in efficiencies of $158.8 million for the year. Australia Post has continued to invest in its operations, with $371.9 million invested in new facilities, fleet and technology in FY25, bringing the total investment over the past four years to almost $1.5 billion, building a more sustainable, efficient and future-focused business.

Parcels business

Continued expansion of the Australian eCommerce market saw domestic Parcel volumes grow 2.6% in FY25. Last mile delivery is becoming fiercely competitive. Australia Post is vying for market share against global marketplace retailers, who are injecting billions of dollars into their Australian operations with fast-paced expansion plans. At the other end of the spectrum, a number of smaller start-up logistics providers, with low barriers to entry and limited focus on supporting rural and remote customers, are entering the market.

In response, Australia Post has invested significantly across its network to meet evolving customer needs and support business growth. Faster international parcel clearance through the newly opened Sky Road International facility at Melbourne Airport and increased operational efficiency with the Blacktown Parcel Delivery Centre are just some of the infrastructure investments made in FY25.

Australia Post continues to expand its commitment to regional Australia, announcing several new major infrastructure investments to support parcel volume growth and improve services across rural and regional communities. While the majority of these new sites are due to open in FY26, a new parcels and letters facility opened in Narrandera, NSW in FY25.

Australia Post has also achieved its 2025 target of sourcing 100% renewable electricity across all operational sites, marking a major milestone in its decarbonisation strategy. A continued focus on data and technology has seen greater efficiency and faster delivery speeds with enhanced tracking and updates via the AusPost app.

Letters service

Letter volumes continue to decline, dropping a further 5.4% to 1.66 billion in FY25. This decline would have been significantly steeper if not for the federal, state and local elections. Excluding these election activities, letter volumes saw an 11.7% decline compared to FY24 on a like-for-like basis.

The $0.30 BPR increase, which came into effect in April 2024, combined with the successful implementation of the New Delivery Model across 162 delivery facilities nationally, led to an improvement in Letters losses to $230.4 million, compared with $361.8 million in FY24.

Further BPR rises, including the $0.20 increase that came into effect on 17 July 2025, are required to help address the rising cost of delivering letters. Given the continued decline in usage of this service, Australia Post does not expect its Letters service will ever return to profit.

Retail and Post Office Network

Australia Post made Licensee payments of $604.2 million in FY25, an increase of 3.8% from the year prior. In FY25, Australia Post reached new in-principle Bank@Post agreements with Australia’s largest banks. These new agreements will help reduce growing Bank@Post losses and ensure Australia Post can offer banking customers continued access to essential bank services.

As it builds a network with greater accessibility and convenience, Australia Post grew its Parcel Locker network by 18.9% in FY25 to 919 locker banks and is looking to further expand this next year, particularly in high-density metro and suburban areas. This is part of Australia Post’s broader vision to create a smarter, more agile Post Office network ready to serve the evolving needs of customers and communities across the country.

Outlook

Group Chief Executive Officer and Managing Director Paul Graham said that while the business earned record revenue in FY25, the structural headwinds experienced over the past few years have continued to intensify and any future profitability is likely to be temporary.

“I’m pleased Australia Post has delivered a modest profit this financial year and I want to recognise and thank the 64,000 team members across our extended workforce who continue to work hard to transform our business. This return to profit would not have been possible without the support of the Government and our union partners, as we successfully began execution of our modernisation reforms.

“However, we cannot be complacent. Postal operators in the United States, Canada, France, Spain and the United Kingdom have faced the same challenges and have required billion-dollar government-funded bailouts, which Australia has so far avoided.

“Australia Post wants to remain an essential, relevant, self-funded and financially sustainable business, but as our communities and way of life transforms, so too must Australia Post. As letters continue to decline, customers want and need a world-class, reliable parcels business and retail network that services all Australians.

“Australia Post is a beacon in rural and remote towns across Australia. The support provided to many communities extends beyond just letters and parcels, and is a lifeline during floods, fires and other natural disasters. I’m proud of the funding we provide through our Community Grants program to grassroot organisations that help enhance mental wellbeing, foster connection and build resilience in their local communities, and our distribution of another five million Beyond Blue Postcards to connect Australians and provide mental health support.

“Australia Post has an opportunity to take a different path from other international postal operators. We need to build a modern, contemporary parcels business that will support Australia’s growing eCommerce sector while delivering world-class service for our customers and the Australian communities who rely on us for a range of important services especially in regional and remote Australia,” Mr Graham said.

Source: Australia Post

Canada Post reports $407-million loss before tax in second quarter

26-08-2025

Corporation reports its largest quarterly loss as parcel revenue and volumes fall 37 per cent due to labour uncertainty

Canada Post recorded a loss before tax of $407 million in the second quarter of 2025 as Parcels results declined sharply due to labour uncertainty.

The second-quarter loss of $407 million marked the Corporation's largest loss before tax in a single quarter, with profitability deteriorating by $453 million compared to a profit before tax of $46 million in the same period a year earlier. The segment's loss before tax in the first half of 2025 was $448 million, compared to a loss before tax of $30 million in the same period of the prior year. Over 50 per cent of year-to-date losses occurred in June, when labour uncertainty was at its peak.

During the second quarter, the company continued to operate without new collective agreements with its largest union, the Canadian Union of Postal Workers (CUPW). On May 23, CUPW initiated strike action by refusing to work overtime across the company, producing more uncertainty for Canada Post's customers following CUPW's 32-day national strike in late 2024. While Transaction Mail improved in the second quarter largely due to one-time federal election mailings, Parcels results declined sharply as the strike activity and labour uncertainty drove customers to other carriers for their deliveries. Parcels revenue fell by nearly half a billion dollars in the first half of 2025.

In the second quarter and first half of 2025, Canada Post's overall revenue fell by $145 million, or 7.3 per cent[1], and by $103 million, or 1.5 per cent, respectively, compared to the same periods of the prior year. The Corporation continues to confront significant operational and structural challenges. Canada Post recently reported a 2024 loss before tax of $841 million – its seventh consecutive annual loss – and is on track to post a larger loss in 2025. From 2018 to Q2 2025, the company lost more than $4.2 billion before taxes, with cumulative losses from operations of over $5 billion. The ongoing labour uncertainty has contributed significantly to the losses in 2024 and this year. Between July 21 and August 1, the Canada Industrial Relations Board (CIRB) conducted a vote for CUPW-represented employees to decide on the Corporation's final offers for collective agreements. On August 1, the CIRB informed the parties that a majority of voting employees rejected Canada Post's offers to both the Urban and RSMC (Rural and Suburban Mail Carriers) bargaining units. This means negotiations between the parties remain unresolved, but it does not lessen the urgent need to modernize and protect this vital national service.

Canada Post recorded a loss from operations of $396 million in the second quarter, deepening by $ 127 million compared to a loss from operations of $269 million in the same period a year earlier. In the first six months of 2025, the loss from operations was $507 million, compared to $ 490 million in the same period of the prior year. The loss from operations excludes any income gained from the 2024 divestitures of SCI Group Inc. and Innovapost Inc.

In the second quarter and the first six months of 2025, total operating costs declined by $18 million, or 0.9 per cent, and $86 million, or 0.7 per cent, respectively, compared to the same periods of the prior year. Lower parcel volumes led to a decline in collection, processing and delivery costs, and non-capital investments decreased as the company continued to refocus its investment priorities. Despite the lower parcel volumes, two fewer paid days in year-to-date 2025, reduced management headcount and the CUPW-imposed overtime ban in late May, cost pressures from the labour structure and wage increases drove labour cost increases.

Parcels

In the second quarter of 2025, Parcels revenue fell by $288 million, or 36.7 per cent, as volumes declined by 25 million pieces, or 36.5 per cent, compared to the same period of 2024. For the first six months of the year, Parcels revenue declined by $482 million, or 29.6 per cent, as volumes fell by 43 million pieces, or 31.1 per cent, compared to the same period of the prior year. Volumes fell sharply after CUPW started strike activity (overtime ban) on May 23, 2025. Revenue fell significantly compared to the previous-year periods as the strike activity and general labour uncertainty impacted all channels (domestic, inbound and outbound) by driving parcel volumes to competitors that could offer delivery stability.

Transaction Mail

In the second quarter, Transaction Mail revenue increased by $153 million, or 28.4 per cent, as volumes rose by 11 million pieces, or 3.5 per cent, compared to the same period a year earlier. While Transaction Mail continues to be in secular decline, the line of business benefitted from one-time federal election mailings in the second quarter. The company's May 2024 and January 2025 regulated postage rate increases also helped improve the year-over-year revenue comparisons for the line of business. For the first half of 2025, Transaction Mail revenue increased by $ 376 million, or 32.8 per cent, as volumes rose by 53 million pieces, or 6.2 per cent, compared to the same period of 2024.

Direct Marketing

In the second quarter, Direct Marketing revenue fell by $23 million, or 7.5 per cent, as volumes declined by 175 million pieces, or 13.2 per cent, compared to the same period of the previous year. Labour uncertainty affected the line of business as customers sought to avoid the possibility of time-sensitive mailings getting trapped in the postal network. For the first half of the year, revenue fell by $12 million, or 1.0 per cent, as volumes decreased by 106 million pieces, or 3.1 per cent, compared to the same period of 2024.

Group of Companies[2]

In the second quarter of 2025, the Canada Post Group of Companies recorded a loss before tax of $325 million, compared to a loss before tax of $135 million in the same period a year earlier. Purolator recorded a profit before tax of $82 million in the second quarter, compared to a profit before tax of $81 million in the same period of 2024.

In the first half of the year, the Group of Companies recorded a loss before tax of $427 million compared to a loss before tax of $29 million in the same period of the prior year. Purolator recorded a profit before tax of

$101 million in the first half of 2025, compared to a profit before tax of $120 million in the prior-year period.

Year-over-year comparisons for the Group of Companies are affected by the divestitures of SCI and Innovapost in 2024, as well as Purolator's acquisition of Livingston International in the first quarter of 2025.

Bacground:

The Canada Post Group of Companies' operations are funded by revenue generated by the sale of its products and services, not taxpayer dollars.

1. All percentages in this news release are calculated on values rounded to the nearest thousand. Percentages are also adjusted for differences in business and paid days between the comparison periods. In the second quarter of 2025, there was one less business day compared to the same period a year earlier, and no difference in paid days. For the first half of 2025, there were two fewer business days and two fewer paid days compared to the same period of 2024. Fewer business or paid days generally result in decreased revenue, volume and costs.
2. The Canada Post Group of Companies consists of the core Canada Post segment and its non-wholly owned subsidiary Purolator Holdings Ltd.

Source: Canada Post

International Post Corporation

NZ Post reports a 2024/2025 Full Year Financial Result of -$ 2m

28-08-2025

This result reflects progress with a profit increase of $12m, and a further $54m improvement compared to FY23,â€ says NZ Post Chief Executive Officer David Walsh

“This result adds to our determination to drive ongoing improvement in our financial performance in the year ahead and beyond.”

“The past year reflects our focus on meeting customer needs, while actively managing our costs. We have also seen improvement in the performance of our investments in the Fliway Group and Supply Chain Solutions. The acquisition of the PBT courier customer contracts was a further highlight in the year.”

Key points from the 2024/2025 Financial Year

- Full Year result of -$2m for the NZ Post Group
- Operating result improvement of $12m compared to the previous financial year, and a $54m improvement over the last two years
- 88m total parcels delivered
- 158m total letters delivered, down from 187m in the previous financial year

“In FY25, we saw most of our major investment programmes complete, with the last stages of our new Auckland Processing Centre (APC) commencing operations. The APC will improve the efficiency of handling, and border security of, parcels and mail entering and leaving the country, protecting our environment and communities.”

“Our investment programme now returns to business-as-usual levels, allowing us to maximise the performance of those investments, and ensuring that they deliver the expected financial returns.”

“We are now optimising the business to drive performance”.

“This year’s result reflects the hard work of many, and we thank and recognise our customers, our partners and our people.”

Source: NZ Post

Royal Mail to roll out 'postboxes of the future' nationwide

26-08-2025

Royal Mail is rolling out 3,500 solar-powered ‘postboxes of the future’ across the UK following a successful pilot earlier this year, as the company continues to find ways to make sending, returning and collecting parcels more convenient.

The new design allows customers to send and return labelled parcels - up to the size of a shoebox - through a postbox for the first time. Customers can also request proof of posting, and track their parcel, using the Royal Mail app. This is also available for smaller parcels at any of the UK’s 115,000 postboxes.

The reimagining of the iconic red postbox is the biggest redesign in its 175-year history. The modern makeover includes:

A barcode scanner which opens a drop-down drawer to place parcels that are larger than those that fit through the traditional postbox slot
A solar panel, positioned due south for optimal sunlight, to power the scanner and drawer
A separate slot for letters
The postboxes of the future were piloted in Hertfordshire and Cambridgeshire in April and they are now rolling out across England, Scotland, Wales and Northern Ireland, with cities including Edinburgh, Manchester, Nottingham, Sheffield and Sunderland among the first locations.

Royal Mail is on a drive to make sending and receiving parcels as convenient as possible for customers and is rapidly expanding its number of parcel points. On top of home delivery and collection, there are now more than 23,500 locations where customers can send, return and collect parcels, including 2,000 lockers, 7,500 Collect+ stores, 11,500 Post Office branches, 1,200 Royal Mail Customer Service Points and 1,400 parcel postboxes.

Jack Clarkson, Managing Director of Out of Home and Commercial Excellence at Royal Mail, said: “We are all sending and returning more parcels than ever before. This trend will only continue as online shopping shows no signs of slowing, particularly with the boom of second-hand marketplaces. There are 115,000 postboxes in the UK located within half a mile of 98% of addresses, making them by far the most convenient network of parcel drop-off points in the UK. Our message is clear, if you have a Royal Mail label on your parcel, and it fits, put it in a postbox and we’ll do the rest.”

Source: Royal Mail

Changes to parcel storage periods to improve availability at Posti Parcel Lockers

27-08-2025

Posti will shorten the storage period of parcels at Posti Parcel Lockers and service points to five days, starting 1 October 2025.

Posti will shorten the storage period of parcels at Posti Parcel Lockers and service points to five days, starting 1 October 2025. You can check your last pickup date on Posti's notice of arrival.

For parcels for which the sender has purchased an additional service (e.g. Cash on Delivery), the storage period will still be seven days.

If the sender has not provided the recipient's telephone number or email address, in which case the notice of arrival is delivered in paper form, the storage period of the parcel is extended to nine days. This ensures that the recipient receives the information in a timely manner.

Need a longer storage period? Purchasing an extension is easy in OmaPosti
If you can't pick up your parcel within five days, you can easily extend the storage period up to 14 days in the OmaPosti app. Please also note that you could have another person pick up the parcel on your behalf. They will be able to pick up a parcel on your behalf if they use the code for opening the locker or the pickup code at the service point – an identity card or power of attorney is usually not required.

More availability at the most popular Posti Parcel Lockers
Over 97% of Posti's parcels are already being picked up within five days. However, the most popular Posti Parcel Lockers can get congested from time to time. A shorter storage period frees up lockers faster, which means that more and more people can get their parcels at their preferred Parcel Locker.

Posti's parcel locker network continues to grow, and our customers are already using around 2,000 Posti Parcel Lockers across Finland. We continuously develop our services according to the needs of our customers.

Source: [Posti]

Out-of-home deliveries are increasingly valued, with lockers at the top of the list of preferences.

03-09-2025

Out-of-home deliveries have been gaining increasing prominence in consumer behavior, reflecting a clear trend toward greater convenience, flexibility, and sustainability in purchasing processes, with the prospect of increasing use of smart lockers and convenience points in relation to home deliveries. This is one of the conclusions of the second wave of the CTT 2025 Barometer , where, through several surveys, we took the pulse of the national e-commerce market and questioned several leading companies in the sector, across various categories.

Alternative home delivery solutions, such as smart lockers and convenience points , along with workplace delivery or click & collect , represent a decisive step toward increasing convenience and efficiency in e-commerce, as they allow consumers to choose the option that best suits their lifestyle. Recognizing this trend, the companies surveyed plan to diversify their delivery offerings in the short term, aligning with market expectations and reinforcing their commitment to an increasingly innovative and customer-centric service.

CTT, attentive to consumer needs, is following the trend toward convenience and proximity with the Collectt network, which integrates all parcel delivery and collection points in the Iberian Peninsula. With over 20,000 Pick & Drop locations , this network offers a practical and sustainable solution for pickup, shipping, and returns. In Portugal, Collectt consists of CTT Stores and Locations, Payshop Agents distributed throughout the country, and Locky lockers, ensuring easy and diverse access. In Spain, the network operates under the name Collectt Express, through strategic partnerships that ensure broad coverage throughout the country.

According to the analysis, Predictability now plays a central role in the delivery experience, with a score of 3.3, valued almost as highly as Speed and Free of Charge, traditionally considered priority attributes. This evolution reflects the importance consumers place on trust and transparency in the process, reinforcing the need for solutions that offer clear information on delivery times and statuses. For companies, this insight represents a strategic opportunity to invest in technologies and processes that ensure greater accuracy and proactive communication, raising quality standards and enhancing customer satisfaction.

Artificial Intelligence as a priority investment

Artificial Intelligence and Data Analytics stand out as priority areas of innovation for the sector, considered by 34 of the 45 companies surveyed as the most relevant among the suggested options. Within this field, investments in Artificial Intelligence related to personalized product recommendations and Customer Service continue to be the highest priorities, with 4.6 and 4.2 points, respectively.

This preference reflects a clear commitment to technologies capable of optimizing processes, predicting behaviors, and improving decision-making, contributing to greater efficiency and personalized customer experience. Conversely, tools associated with the Metaverse have been losing traction as a medium-term investment priority, signaling a strategic realignment of companies toward solutions with a more immediate and tangible impact on the business. This trend confirms the growing importance of data analysis and applied intelligence as foundations for competitiveness and sustained innovation.

Alongside these, Sustainability also remains one of the areas of greatest emphasis, with the majority of panelists (25 out of 41 responses) indicating the integration of sustainable practices into their operations, whether through the use of recyclable packaging or the offering of environmentally responsible products, either already available or in development for launch next year. This commitment reflects the sector's growing awareness of the importance of reducing environmental impact and meeting the expectations of increasingly demanding consumers. However, there was an increase in the number of companies (7 panelists) that do not yet plan to implement sustainability initiatives in the coming year, which reinforces the need to continue raising awareness and supporting the adoption of these practices as a strategic and differentiating element in the market.

E-commerce continues to grow in 2025

E-commerce performance continues to show a positive trajectory, with 73.3% of panelists reporting online sales growth in the first half of 2025 compared to the same period in 2024. It is noteworthy that 44.4% of the companies surveyed recorded increases of more than 10%, signaling the robustness and growing relevance of the digital channel. In contrast, only 8.9% of participants reported a decrease in online revenue during the period analyzed, which reinforces the global trend of e-commerce consolidating as a growth driver for companies and as a response to new consumer dynamics.

The outlook for the second half of 2025 remains highly optimistic regarding e-commerce performance. Among the 45 panelists surveyed, 38 anticipate growth in online sales in their sectors, confirming their confidence in the consolidation of the digital channel as a strategic business axis. Only one predicts a reduction in this indicator, reflecting an almost widespread consensus regarding the positive trend that should mark the end of the year. This data reinforces the relevance of e-commerce in market dynamics and the continued need for investment in innovation, customer experience, and logistics capacity to sustain this growth.

Source: CTT Group

PostNL requests withdrawal of USO designation

05-09-2025

The Hague, 5 September 2025 - PostNL has formally requested the Minister of Economic Affairs to withdraw the designation for providing the Universal Postal Service (USO). The request follows the continued lack of a solution to cover the high costs of this public service, which PostNL is obliged to provide despite the fact that, from 2025 onwards, it will lead to structural losses across the entire postal business. Short-term relief measures have not materialised, the subsidy request was rejected by the minister, and there is no legislative perspective offering sufficient improvement. Today, the Administrative High Court for Trade and Industry (CBb) also rejected PostNL’s request for an advance payment on the subsidy. This creates an unsustainable situation for PostNL and puts the continuity of postal service provision in the Netherlands at risk. This is irresponsible for people who rely on post and for the thousands of people working in the postal sector. It is also unreasonable to expect a commercial company to absorb such losses when carrying out a mandatory public service. PostNL sees no other option than to request the withdrawal of the designation and urges the ministry to respond within two months.

<u>Outdated legal obligations no longer meet consumer needs</u>
PostNL CEO Pim Berendsen commented: “For many years, all postal workers have done their utmost to ensure a responsible and high-quality postal service in the Netherlands. We have done so in the face of a structural mail volume decline of 8% to 10% annually. PostNL has continuously looked for ways to keep postal services both affordable and feasible, for example by closing locations and adapting operational processes. These measures have led to a substantial cost reduction over the years. We have now reached the limits of what PostNL can do within an outdated legal framework that no longer reflects societal needs. There is broad agreement on the urgent need to revise the legislation. However, a solution requires political will and decisiveness. And that is lacking right now.”

<u>Public service has become loss-making and unworkable</u>
Today, postal services are structurally loss-making due to the high costs linked to the current USO framework. PostNL is responsible for collecting and delivering mail from over 10,000 orange mailboxes five days a week, with at least 95% of items required to be delivered within one business day. Without these obligations, PostNL would organise its network and operations differently.

To cover the additional costs of these legal obligations, PostNL requested subsidies of €30 million for 2025 and €38 million for 2026. The minister rejected this request. PostNL has objected to this decision and, given the urgency, also applied for an advance payment on the subsidy through preliminary relief proceedings. Today, the court rejected this request. As a result, PostNL is now forced to formally request the withdrawal of its USO designation.

<u>Minister’s proposal not viable</u>
The minister recently proposed extending the delivery timeframe to two, and over time three days. Even if implemented, this would come too late and would not solve the structural cost issue that exists now and will continue in the years to come. The proposed

delivery standard of 95% is also unrealistic in practice, given the labour-intensive nature of mail delivery. The proposal offers no financial compensation for the substantial costs PostNL is required to bear, meaning the postal service as a whole will remain structurally loss-making. This is economically unsustainable. Furthermore, implementation is surrounded by political uncertainty, as highlighted once again in the recent roundtable discussion in Parliament on the future of mail delivery.

Difficult decision

PostNL emphasises that it has engaged in dialogue for years to seek an acceptable solution for all parties. Berendsen: “Filing this request was not an easy decision, but we are left with no alternative. Continuing in this way is no longer viable or responsible. The mounting losses caused by the USO obligations not only threaten the continuity of the postal service but also limit the development of our e-commerce business.”

Request for response within two months

PostNL asks the minister to respond to the request within two months. This timeline aligns with the minister's expected decision on PostNL's appeal against the rejection of the subsidy at the beginning of November. It is now up to the minister to provide a clear perspective for the future of the postal market and to propose an adequate solution for the USO. PostNL will determine its next steps based on the minister’s decision.

Source: PostNL

PostNL requests withdrawal of USO designation

09-09-2025

PostNL has formally requested the Minister of Economic Affairs to withdraw the designation for providing the Universal Postal Service (USO). The request follows the continued lack of a solution to cover the high costs of this public service, which PostNL is obliged to provide despite the fact that, from 2025 onwards, it will lead to structural losses across the entire postal business. Short-term relief measures have not materialised, the subsidy request was rejected by the minister, and there is no legislative perspective offering sufficient improvement. Today, the Administrative High Court for Trade and Industry (CBb) also rejected PostNL's request for an advance payment on the subsidy. This creates an unsustainable situation for PostNL and puts the continuity of postal service provision in the Netherlands at risk. This is irresponsible for people who rely on post and for the thousands of people working in the postal sector. It is also unreasonable to expect a commercial company to absorb such losses when carrying out a mandatory public service. PostNL sees no other option than to request the withdrawal of the designation and urges the ministry to respond within two months.

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Source: PostNL

Australia Post partners with Shopify to deliver seamless shipping for businesses

01-09-2025

Thousands of businesses across Australia now have a quicker and easier way to manage shipping thanks to a powerful new integration between Australia Post and Shopify launched today.

The built-in connection allows businesses to seamlessly book shipments, print labels and track parcels without the need to toggle between platforms. With the integration now live, Shopify merchants will have tracking numbers for their outgoing Australia Post deliveries automatically assigned, eliminating the need for manual data entry.

With around 40% of Australia Post's 'My Post Business' customers already using Shopify, this integration directly benefits a growing cohort of businesses who can now handle all their shipping needs through a single interface.

Australia Post Executive General Manager Parcel, Post and eCommerce Services Gary Starr said the partnership came at a critical time as Australia Post sharpened its focus on customer experience amidst a boom in online shopping.

Australian households shopping online spent $19.2 billion online in the last quarter alone, up 15% YoY.[1]

"As consumer expectations increase, we're focused on innovating and improving the systems our business customers rely on. We want to make the shipping process as seamless as possible for both merchants and consumers, from pick and pack to delivery," Mr Starr said.

"This partnership delivers exactly what Australian businesses have been asking for — a smarter, more efficient way to manage their shipping which will save them valuable time."

The integration will also have flow-on benefits for consumers as well as businesses through Shopify's 'Shop' app - used by hundreds of millions of shoppers around the world to track deliveries and access the best possible post-purchase and delivery experience.

Today's announcement for Australian businesses is just one part of Shopify's expansion to its built-in fulfillment capabilities, as it launches partnerships with leading global carriers, and introduces bulk order processing to transform time-consuming tasks into streamlined workflows.

Shaun Broughton, Managing Director (APAC & Japan) at Shopify said the integration unlocks powerful new tools for one of the country's largest and fastest-growing commerce communities.

"We're thrilled to partner with Australia Post in this strategic collaboration which supports small and growing businesses—the backbone of the Australian economy," Broughton said. "Whether they're mature, just starting out or rapidly growing, Australian merchants now have built-in capabilities that make fulfillment simple at every stage of their journey.”

[1]Australia Post eCommerce Report: www.auspost.com.au/content/dam/auspost_corp/media/documents/quarterly-ecommerce-update-july-2025.pdf

Source; Australia Post

Locky simplifies the process of sending and returning parcels to lockers

01-09-2025

Locky, a CTT Group company, has made the process of sending and returning parcels to its smart lockers even simpler. The main new feature is that customers no longer need to reserve a locker in advance on the portal, as was the case previously, making the process even simpler and more convenient.

If you don't have a valid CTT shipping label, you can easily create one at ctt.pt/etiqueta . Then, simply pack the package and head to your preferred Locky locker. Following the on-screen instructions, the package will be deposited and the door closed in just a few seconds.

With this update, Locky reinforces its commitment to offering simple and practical solutions. "We're taking another step in our mission to offer a more convenient service, increasingly aligned with our customers' needs. We want Locky lockers to be an increasingly intuitive and accessible option, allowing you to send or return packages quickly and hassle-free," highlights Locky CEO Francisco Travassos.

Through Locky, the CTT Group currently has the largest network of smart lockers in Portugal (over 1,000) for receiving, sending, and returning parcels.

Locky lockers are part of the Collectt network , the CTT Group's newest brand that brings together all parcel delivery and collection points in the Iberian Peninsula. Currently with over 20,000 Pick & Drop points, the Collectt network guarantees a more sustainable, local service for express parcel collection, delivery, and returns. In addition to Locky lockers, this network comprises CTT Stores and Points in Portugal, as well as Payshop Agents present throughout the country. In Spain, Collectt Express is supported by partner networks with a significant presence in the country.

All Locky locker locations, as well as a guide to using them, can be found on the Locky website .

Source: CTT Group

Canada Post reports $407-million loss before tax in second quarter

26-08-2025

Canada Post recorded a loss before tax of $407 million in the second quarter of 2025 as Parcels results declined sharply due to labour uncertainty.

The second-quarter loss of $407 million marked the Corporation's largest loss before tax in a single quarter, with profitability deteriorating by $453 million compared to a profit before tax of $46 million in the same period a year earlier. The segment's loss before tax in the first half of 2025 was $448 million, compared to a loss before tax of $30 million in the same period of the prior year. Over 50 per cent of year-to-date losses occurred in June, when labour uncertainty was at its peak.

During the second quarter, the company continued to operate without new collective agreements with its largest union, the Canadian Union of Postal Workers (CUPW). On May 23, CUPW initiated strike action by refusing to work overtime across the company, producing more uncertainty for Canada Post's customers following CUPW's 32-day national strike in late 2024. While Transaction Mail improved in the second quarter largely due to one-time federal election mailings, Parcels results declined sharply as the strike activity and labour uncertainty drove customers to other carriers for their deliveries. Parcels revenue fell by nearly half a billion dollars in the first half of 2025.

In the second quarter and first half of 2025, Canada Post's overall revenue fell by $145 million, or 7.3 per cent1, and by $103 million, or 1.5 per cent, respectively, compared to the same periods of the prior year. The Corporation continues to confront significant operational and structural challenges. Canada Post recently reported a 2024 loss before tax of $841 million – its seventh consecutive annual loss – and is on track to post a larger loss in 2025. From 2018 to Q2 2025, the company lost more than $4.2 billion before taxes, with cumulative losses from operations of over $5 billion. The ongoing labour uncertainty has contributed significantly to the losses in 2024 and this year. Between July 21 and August 1, the Canada Industrial Relations Board (CIRB) conducted a vote for CUPW-represented employees to decide on the Corporation's final offers for collective agreements. On August 1, the CIRB informed the parties that a majority of voting employees rejected Canada Post's offers to both the Urban and RSMC (Rural and Suburban Mail Carriers) bargaining units. This means negotiations between the parties remain unresolved, but it does not lessen the urgent need to modernize and protect this vital national service.

Canada Post recorded a loss from operations of $396 million in the second quarter, deepening by $ 127 million compared to a loss from operations of $269 million in the same period a year earlier. In the first six months of 2025, the loss from operations was $507 million, compared to $ 490 million in the same period of the prior year. The loss from operations excludes any income gained from the 2024 divestitures of SCI Group Inc. and Innovapost Inc.

In the second quarter and the first six months of 2025, total operating costs declined by $18 million, or 0.9 per cent, and $86 million, or 0.7 per cent, respectively, compared to the same periods of the prior year. Lower parcel volumes led to a decline in collection, processing and delivery costs, and non-capital investments decreased as the company continued to refocus its investment priorities. Despite the lower parcel volumes, two fewer paid days in year-to-date 2025, reduced management headcount and the CUPW-imposed overtime ban in late May, cost pressures from the labour structure and wage increases drove labour cost increases.

Parcels

In the second quarter of 2025, Parcels revenue fell by $288 million, or 36.7 per cent, as volumes declined by 25 million pieces, or 36.5 per cent, compared to the same period of 2024. For the first six months of the year, Parcels revenue declined by $482 million, or 29.6 per cent, as volumes fell by 43 million pieces, or 31.1 per cent, compared to the same period of the prior year. Volumes fell sharply after CUPW started strike activity (overtime ban) on May 23, 2025. Revenue fell significantly compared to the previous-year periods as the strike activity and general labour uncertainty impacted all channels (domestic, inbound and outbound) by driving parcel volumes to competitors that could offer delivery stability.

Transaction Mail

In the second quarter, Transaction Mail revenue increased by $153 million, or 28.4 per cent, as volumes rose by 11 million pieces, or 3.5 per cent, compared to the same period a year earlier. While Transaction Mail continues to be in secular decline, the line of business benefitted from one-time federal election mailings in the second quarter. The company's May 2024 and January 2025 regulated postage rate increases also helped improve the year-over-year revenue comparisons for the line of business. For the first half of 2025, Transaction Mail revenue increased by $ 376 million, or 32.8 per cent, as volumes rose by 53 million pieces, or 6.2 per cent, compared to the same period of 2024.

Direct Marketing

In the second quarter, Direct Marketing revenue fell by $23 million, or 7.5 per cent, as volumes declined by 175 million pieces, or 13.2 per cent, compared to the same period of the previous year. Labour uncertainty affected the line of business as customers sought to avoid the possibility of time-sensitive mailings getting trapped in the postal network. For the first half of the year, revenue fell by $12 million, or 1.0 per cent, as volumes decreased by 106 million pieces, or 3.1 per cent, compared to the same period of 2024.

Group of Companies2

In the second quarter of 2025, the Canada Post Group of Companies recorded a loss before tax of $325 million, compared to a loss before tax of $135 million in the same period a year earlier. Purolator recorded a profit before tax of $82 million in the second quarter, compared to a profit before tax of $81 million in the same period of 2024.

In the first half of the year, the Group of Companies recorded a loss before tax of $427 million compared to a loss before tax of $29 million in the same period of the prior year. Purolator recorded a profit before tax of $101 million in the first half of 2025, compared to a profit before tax of $120 million in the prior-year period.

Year-over-year comparisons for the Group of

Companies are affected by the divestitures of SCI and Innovapost in 2024, as well as Purolator's acquisition of Livingston International in the first quarter of 2025.

Source: [Canada Post]

Parcel growth and modernisation reforms deliver a modest profit for Australia Post as competitive pressures mount

29-08-2025

Performance for the full year to 30 June 2025:

Group revenue $9.45 billion, up 3.6% from FY24 ($9.13 billion)
Group profit before tax $18.8 million, improved from FY24 loss ($88.5 million)
Parcels and Services revenue $7.64 billion, up 2.9% on last year ($7.42 billion)
Losses in the Letters service of $230.4 million
Business efficiencies of $158.8 million realised in FY25
Invested $371.9 million into the business, up 21.5% on FY24
Estimated cost of Community Service Obligations: $391.0 million

Australia Post today announced a modest pre-tax profit of $18.8 million for the 2025 financial year driven by a record Christmas Peak period with 102.8 million parcels delivered, continued business simplification through the Post26 Strategy and modernisation reforms.

Despite an improved year-on-year performance, the business continues to face intensifying structural headwinds as letter volumes and Post Office foot traffic continue to decline, and multinational delivery companies and eCommerce platforms ramp up their presence in Australia.

There remains a significant disparity between the performance of the Letters service and Parcels business. Despite recent increases to the Basic Postage Rate (BPR), the Letters service continues to weigh heavily on Australia Post’s financial performance and incurred substantial losses of $230.4 million in FY25.

The Parcels business achieved solid growth of 4.3% during the year, despite an influx of new competitors and further penetration of the Australian market by global eCommerce platforms. Over-the-counter transactions in the Post Office network continue to decline and the majority of visits are now parcels-related.

Prudent cost management and productivity improvements, along with the sale or closure of non-core businesses resulted in efficiencies of $158.8 million for the year. Australia Post has continued to invest in its operations, with $371.9 million invested in new facilities, fleet and technology in FY25, bringing the total investment over the past four years to almost $1.5 billion, building a more sustainable, efficient and future-focused business.

Parcels business

Continued expansion of the Australian eCommerce market saw domestic Parcel volumes grow 2.6% in FY25. Last mile delivery is becoming fiercely competitive. Australia Post is vying for market share against global marketplace retailers, who are injecting billions of dollars into their Australian operations with fast-paced expansion plans. At the other end of the spectrum, a number of smaller start-up logistics providers, with low barriers to entry and limited focus on supporting rural and remote customers, are entering the market.

In response, Australia Post has invested significantly across its network to meet evolving customer needs and support business growth. Faster international parcel clearance through the newly opened Sky Road International facility at Melbourne Airport and increased operational efficiency with the Blacktown Parcel Delivery Centre are just some of the infrastructure investments made in FY25.

Australia Post continues to expand its commitment to regional Australia, announcing several new major infrastructure investments to support parcel volume growth and improve services across rural and regional communities. While the majority of these new sites are due to open in FY26, a new parcels and letters facility opened in Narrandera, NSW in FY25.

Australia Post has also achieved its 2025 target of sourcing 100% renewable electricity across all operational sites, marking a major milestone in its decarbonisation strategy. A continued focus on data and technology has seen greater efficiency and faster delivery speeds with enhanced tracking and updates via the AusPost app.

Letters service

Letter volumes continue to decline, dropping a further 5.4% to 1.66 billion in FY25. This decline would have been significantly steeper if not for the federal, state and local elections. Excluding these election activities, letter volumes saw an 11.7% decline compared to FY24 on a like-for-like basis.

The $0.30 BPR increase, which came into effect in April 2024, combined with the successful implementation of the New Delivery Model across 162 delivery facilities nationally, led to an improvement in Letters losses to $230.4 million, compared with $361.8 million in FY24.

Further BPR rises, including the $0.20 increase that came into effect on 17 July 2025, are required to help address the rising cost of delivering letters. Given the continued decline in usage of this service, Australia Post does not expect its Letters service will ever return to profit.

Retail and Post Office Network

Australia Post made Licensee payments of $604.2 million in FY25, an increase of 3.8% from the year prior. In FY25, Australia Post reached new in-principle Bank@Post agreements with Australia's largest banks. These new agreements will help reduce growing Bank@Post losses and ensure Australia Post can offer banking customers continued access to essential bank services.

As it builds a network with greater accessibility and convenience, Australia Post grew its Parcel Locker network by 18.9% in FY25 to 919 locker banks and is looking to further expand this next year, particularly in high-density metro and suburban areas. This is part of Australia Post's broader vision to create a smarter, more agile Post Office network ready to serve the evolving needs of customers and communities across the country.

Outlook

Group Chief Executive Officer and Managing Director Paul Graham said that while the business earned record revenue in FY25, the structural headwinds experienced over the past few years have continued to intensify and any future profitability is likely to be temporary.

"I'm pleased Australia Post has delivered a modest profit this financial year and I want to recognise and thank the 64,000 team members across our extended workforce who continue to work hard to transform our business. This return to profit would not have been possible without the support of the Government and our union partners, as we successfully began execution of our modernisation reforms.

"However, we cannot be complacent. Postal operators in the United States, Canada, France, Spain and the United Kingdom have faced the same challenges and have required billion-dollar government-funded bailouts, which Australia has so far avoided.
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Further BPR rises, including the $0.20 increase that came into effect on 17 July 2025, are required to help address the rising cost of delivering letters. Given the continued decline in usage of this service, Australia Post does not expect its Letters service will ever return to profit.

Retail and Post Office Network

Australia Post made Licensee payments of $604.2 million in FY25, an increase of 3.8% from the year prior. In FY25, Australia Post reached new in-principle Bank@Post agreements with Australia's largest banks. These new agreements will help reduce growing Bank@Post losses and ensure Australia Post can offer banking customers continued access to essential bank services.

As it builds a network with greater accessibility and convenience, Australia Post grew its Parcel Locker network by 18.9% in FY25 to 919 locker banks and is looking to further expand this next year, particularly in high-density metro and suburban areas. This is part of Australia Post's broader vision to create a smarter, more agile Post Office network ready to serve the evolving needs of customers and communities across the country.

Outlook

Group Chief Executive Officer and Managing Director Paul Graham said that while the business earned record revenue in FY25, the structural headwinds experienced over the past few years have continued to intensify and any future profitability is likely to be temporary.

“I’m pleased Australia Post has delivered a modest profit this financial year and I want to recognise and thank the 64,000 team members across our extended workforce who continue to work hard to transform our business. This return to profit would not have been possible without the support of the Government and our union partners, as we successfully began execution of our modernisation reforms.

“However, we cannot be complacent. Postal operators in the United States, Canada, France, Spain and the United Kingdom have faced the same challenges and have required billion-dollar government-funded bailouts, which Australia has so far avoided.

“Australia Post wants to remain an essential, relevant, self-funded and financially sustainable business, but as our communities and way of life transforms, so too must Australia Post. As letters continue to decline, customers want and need a world-class, reliable parcels business and retail network that services all Australians.

“Australia Post is a beacon in rural and remote towns across Australia. The support provided to many communities extends beyond just letters and parcels, and is a lifeline during floods, fires and other natural disasters. I’m proud of the funding we provide through our Community Grants program to grassroot organisations that help enhance mental wellbeing, foster connection and build resilience in their local communities, and our distribution of another five million Beyond Blue Postcards to connect Australians and provide mental health support.

“Australia Post has an opportunity to take a different path from other international postal operators. We need to build a modern, contemporary parcels business that will support Australia’s growing eCommerce sector while delivering world-class service for our customers and the Australian communities who rely on us for a range of important services especially in regional and remote Australia,” Mr Graham said.

Source: Australia Post

Posti changes to List Prices and Product Terms for Parcel, Freight, and Transport Services

03-09-2025

We are making changes to the list prices and product terms for our parcel, freight, and transport services.

Freight Additional Services – Effective from October 1, 2025

View the updated price list for Posti freight additional services here.

Parcel Additional Services – Effective from September 15, 2025

View the updated price list for Parcel and Express freight additional services here.

We will also update the product terms for parcels, freight, and additional services as of October 1, 2025. The updated product terms can be found here.

Source: Posti

Secondhand is growing rapidly - Yet one in four Finns has never bought secondhand

01-09-2025

One in four e-commerce parcels delivered by Posti in early 2025 contained secondhand items. Yet, according to a recent study conducted by Posti, one in four Finns have still never bought secondhand.

Posti conducted a study on Finnish secondhand shopping behavior, and the results reveal an interesting contradiction: while buying and selling used goods is becoming more common, 25% of Finns have never purchased secondhand items, and as many as 41% have never sold their belongings forward.

Although we've already seen strong growth in the digitalization of secondhand shopping and parcel volumes, Finland is only beginning to wake up to the phenomenon. Globally, the secondhand market is expected to grow up to five times faster than traditional retail. In the past year alone, 35% of consumers were first-time secondhand buyers – a sign that growth is accelerating, says Elina Rosenlund, Sales Director for Consumer Shipments.

The study also highlighted interesting insights related to buyers' and sellers' gender, age, decision-making, activity levels, and motivations.

Finnish women are significantly more active in the secondhand market than men. Only 19% of women say they've never bought secondhand, compared to 33% of men.

Nearly half of men (46%) have never sold unused items from their homes, while among women the figure is 35%. Young adults under 24 are the most active secondhand users: only 11% have never bought used items, and 62% have sold their belongings forward.

Barriers to buying and selling secondhand: concerns about quality, trust, and effort

The most common barriers to buying secondhand are concerns about product condition and quality (41%), and trust in the transaction (33%). Additionally, 22% of respondents find the process time-consuming and inconvenient.

Every 18–24-year-old who has avoided buying secondhand products pointed to product quality as their primary concern. They also worried about the lack of return options (71%). For 25–34-year-olds, buying secondhand felt like too much effort (42%). Meanwhile, 23% of 55–64-year-olds were mostly unhappy with the experience itself.

Despite these concerns, secondhand shopping is widely accepted socially. Not a single respondent mentioned shame or fear of others' opinions as a barrier.

Those who haven't sold items say it's because selling feels too laborious (41%) or because they prefer donating to charity (30%). This is especially true for women (44%) and people over 65 (39%). Meanwhile, 30% of men feel they have nothing to sell.

Most non-buyers still uninterested – But young adults show promise

Secondhand shopping doesn't appeal to

most people who haven't tried it. A full 80% say they don't plan to buy used items in the next year. Young adults aged 18–24 are the exception, with nearly half considering a secondhand purchase soon.

Lower prices (66%) are the top motivator for first-time buyers, followed by sustainability (23%) and access to items unavailable new (15%). The most attractive categories are clothing (41%), electronics (40%), and furniture (35%).

Over half would shop at traditional flea markets (54%), 48% would buy directly from other consumers online (e.g., Facebook, Tori), and 41% would use e-commerce-style platforms or apps (e.g., ToriDiili, Vinted).

Those who find secondhand shopping especially time-consuming are most interested in trying apps and platforms. Every 25–34-year-old considering secondhand said they would use such services, and 81% of 35–44-year-olds agreed.

One in three secondhand buyers shops monthly

Among those who have bought secondhand, 66% have shopped at physical flea markets, 50% have purchased directly from other consumers online, 36% have visited secondhand stores, and 23% have used e-commerce-style platforms or apps. These digital platforms are especially popular among people under 34, with 43% having used them, compared to just 5% of those over 65.

Price and sustainability are the top reasons for buying secondhand. Affordability (74%) is the leading motivator, followed by sustainability (49%). Other reasons include the joy of finding great deals (38%), discovering unique items (34%), and buying products that are no longer manufactured (26%).

Among sellers, 67% say they want their items to be reused rather than wasted. Clearing space (44%) and earning extra income (28%) are also common reasons. About one in three under-34s say they're unsure where else they could recycle their items. Among 35–44-year-olds, 32% don't want to give away items for free, and 26% feel their items are too valuable to donate.

Source: Posti

Malaysia Strengthens Green Commitment with 136 New Electric Vans, Expanding Its Nationwide EV Reach

02-09-2025

Commemorating World EV Day 2025 with a bold step towards a greener and cleaner future

KUALA LUMPUR, 3 September 2025 – Get ready to see a flash of 'green' as Pos Malaysia Berhad ("Pos Malaysia") the national post and parcel service provider, supercharges its unparalleled delivery network with the official handover of 136 all-electric Maxus eDeliver 3 vans from Weststar Maxus and with its leasing partner, Yinson GreenTech.

This isn't just an upgrade; it's a quiet revolution on wheels. This strategic move reinforces Pos Malaysia's commitment to Environmental, Social, and Governance (ESG) goals, while aligning with Malaysia's ambition for a low-carbon and energy-efficient future. The new EVs will join the existing 1,252 two-wheel and 264 four-wheel all-electric fleet – the largest electric vehicle fleet in the country's logistics sector – significantly reducing carbon emissions and ensuring mail and parcel deliveries are completed in a more sustainable way.

Held in conjunction with World EV Day, the ceremony marks another key step in Pos Malaysia's ongoing transformation journey, including delivering a greener logistics footprint, reinforcing the company's commitment to reducing carbon emissions and achieving a fully electric fleet by 2030, and being net zero by 2050.

Pos Malaysia Berhad's Group Chief Executive Officer, Charles Brewer said, "We are not just delivering mail and parcels, we are delivering a better tomorrow. The addition of 136 electric vans to our existing fleet marks a significant milestone in Pos Malaysia's journey toward a sustainable future. And for the first time we will be deploying these all-electric vehicles to our East Malaysia locations, ensuring that our electric vehicles now serve the rakyat across the entire nation.

"This exciting partnership with Maxus and Yinson GreenTech plugs us directly into the future of logistics. It's a win for our customers, a win for employees and a huge win for our planet. With every letter and parcel we deliver, we are embedding the values of environmental stewardship, social responsibility, and good governance into everything we do, and it is a privilege to lead with responsibility and innovation.

"The sleek new vans are packed with modern features, making every route more efficient and every delivery a smoother experience. So, keep an eye out, we will be delivering the cleaner, greener smile in the last mile - The future of delivery is electric!" added Brewer.

Tan Sri Dr. Syed Azman Syed Ibrahim, Group Managing Director of The Weststar Group, said, "The introduction of the Maxus eDeliver 3 into Pos Malaysia's fleet is a proud moment for Weststar Maxus. It embodies our commitment to driving sustainable mobility solutions for the nation. The Maxus eDeliver 3 is not just an electric van – it is a symbol of innovation, environmental responsibility, and the strength of collaboration between industry leaders working towards a shared vision. As one of Malaysia's pioneers in electric commercial vehicles, Weststar Maxus is honoured to support Pos Malaysia in this milestone initiative. Together, we are contributing to Malaysia's low-carbon future, supporting the nation's climate goals, and ensuring that cleaner, more efficient logistics solutions are made available to every corner of the country."

Syed Muhammad Ammar Syed Azman, Chief Executive Officer of Weststar Automotive Division, added, "Malaysia's Budget 2025 and industry projections have created a positive environment for EV adoption in the country. Pos Malaysia's bold step in expanding its EV fleet is both timely and inspirational, as it not only reduces emissions but also demonstrates leadership in setting the benchmark for sustainable logistics in Malaysia and the wider ASEAN region. For Weststar Maxus, today's handover of the Maxus eDeliver 3 goes beyond the delivery of vehicles – it reflects a shared commitment to building a transport ecosystem anchored on sustainability, innovation, and efficiency. As a frontrunner in the commercial EV sector, we remain dedicated to supporting our partners and the nation in shaping a cleaner and smarter transport future."

The new Maxus electric vans are leased through Yinson GreenTech's innovative green mobility solutions, who will also be providing comprehensive afterâ€‘sales support and hassleâ€‘free maintenance for the entire fleet. Additionally, Yinson GreenTech will be integrating digital smart technology services such as telematics intelligence, route optimisation and fleet utilisation dashboard to optimise fleet management, safety and energy efficiency across Pos Malaysia's operations. Previously, Yinson GreenTech successfully delivered a total of 143 CAM EC35 e-vans to the national courier in 2024.

This electrification partnership exemplifies how local collaborations can power significant strides in ESG compliance and clean technology adoption and represents a tangible step in Pos Malaysia's phased EV rollout plan, which began in 2023.

Kelvin Soon, Managing Director of drivEV, also shared his perspective on the partnership, "Yinson GreenTech is proud to once again collaborate with Pos Malaysia on their electrification journey as they advance their ESG goals. It is both a privilege and a responsibility to be entrusted by Pos Malaysia for this important phase in their sustainable transformation. Their trust in us inspires our team to go above and beyond, and we were determined to ensure the timely delivery of these electric vans to support their ambitious transition. We look forward to our continued partnership as we accelerate Malaysia's progress in making its logistics sector greener."

As part of its ESG roadmap, Pos Malaysia is developing a fully integrated and sustainable logistics ecosystem aimed at reducing environmental impact across the entire value chain. Each electric van deployed contributes to this goal by reducing up to 1.11 tonnes of carbon dioxide emissions annually, effectively lowering both the carbon footprint per parcel and the overall cost per delivery.

Demonstrating its leadership in sustainable logistics, Pos Malaysia currently operates the largest electric vehicle (EV) fleet in the Malaysian logistics sector, comprising 1,252 electric bikes and 264 electric vans. Collectively, these vehicles have covered over 7.2 million kilometres of emissions-free last-mile deliveries — the equivalent of circumnavigating the globe 179 times. This initiative is part of a broader commitment to fully electrify the fleet and achieve 100% green first- and last-mile deliveries by 2030, in line with the company's long-term decarbonisation objectives.

Pos Malaysia plans to further expand its EV fleet in 2026 and beyond to achieve net-zero carbon emissions for its operations by 2050, as it continues to explore partnerships in renewable energy charging infrastructure, route optimisation, and carbon reporting tools. Every initiative is part of the larger goal to ensure sustainable delivery for every Malaysian, today and tomorrow.

Source: Pos Malaysia

Thailand Post and Airports of Thailand (AOT) are jointly studying the integration of air transport with a digital platform to support the integration of export and import cargo systems.

02-09-2025

Bangkok, 2 September 2025 - Thailand Post Co., Ltd. and Airports of Thailand Public Company Limited (AOT) signed a Memorandum of Understanding (MOU) to study and develop the Airport Cargo Community System (ACS), a central electronic platform that will connect all sectors in the air cargo business chain, from importers and exporters, airlines, ground handling service providers, freight forwarders, customs brokers, and related agencies. This will enhance the country's logistics information system and management, increase efficiency, reduce redundancy, and support the growth of the import-export business and its path to becoming an air cargo hub.

Mr. Ratthapol Phakdeepum, Chairman of Thailand Post Co., Ltd., revealed that this collaboration marks a significant step in elevating Thailand's air logistics system, particularly the development of the Airport Cargo Community System (ACS) electronic platform. This platform will connect all sectors, from airlines, carriers, import/export agents, and land transport networks. It will also extend to truck slot management using modern digital technology. This collaboration will enhance transport efficiency, reduce costs, and address sustainable development by reducing energy consumption and carbon emissions. This aligns with Thailand Post's Green Logistics approach, enabling seamless connectivity across all dimensions of transport.

"The Thailand Post Board is committed to establishing direction and supporting strategic policies that emphasize the integration of modern technology, coupled with collaboration with key partners like the Airports of Thailand (AOT). This will strengthen Thailand's air cargo system to meet international standards and support the development of the digital economy in all dimensions. This collaboration is also crucial in propelling Thailand to become an air cargo hub in the ASEAN region, connecting the global supply chain, creating new trade and investment opportunities, and driving stable and sustainable long-term economic growth."

Dr. Danan Suphattraphan, President of Thailand Post Co., Ltd., stated that Thailand Post is committed to supporting the country's transportation infrastructure. In collaboration with partners like the Airports of Thailand (AOT), the project will help establish a central mechanism that efficiently connects all sectors in the air freight transport chain, from importers and exporters, airlines, ground handling service providers, customs agencies, and related partners. This project will also lead to the development of modern logistics innovations, such as matching goods to cargo spaces using AI and machine learning, truck slot management, smart backhaul trucking systems that reduce empty truck trips and energy consumption, route analysis, consolidation of goods from multiple senders for increased efficiency, real-time status tracking, and API data connectivity with TMS, Customs, ERP, and warehouse systems, all of which will help reduce costs, energy consumption, and carbon emissions.

"The growing trend of e-commerce in Thailand has resulted in increased popularity and expansion of air freight. To meet consumer demand, Thailand Post has promoted air parcel and postal delivery channels. Currently, the company's primary revenue-generating international air parcel delivery service, EMS World, offers express delivery worldwide to over 200 destinations, meeting the needs of today's consumers. ePacket, an international registered express delivery service, is also an affordable option." Dr. Paweena Jariyathitipong, Deputy Managing Director and Acting President of Airports of Thailand Public Company Limited (AOT), stated that AOT hopes that the joint study and development with Thailand Post will integrate air and road freight transport, benefiting and reducing logistics costs for product manufacturers, freight forwarders, and Thai citizens seeking to transport goods. Furthermore, it can be applied to a temperature-controlled freight transport system (Cool Chain Logistics) appropriately for Thai agricultural products. This will enhance the country's air freight capacity to support the growth of the logistics business at the international level, enhance the country's competitiveness, and promote Thailand as a transportation hub in Asia.

Source: Thailand Post

ePoczta-Polska.pl - a simple way to digitize for companies and citizens

04-09-2025

Digital deliveries, including e-Delivery, are revolutionizing communication between offices, businesses, and all Poles. Poczta Polska has just launched another tool that helps say goodbye to postal advice and facilitates communication with business partners. A modern platform for purchasing digital services has been launched at ePoczta-Polska.pl . Anyone can purchase a package that allows them to instantly send digital letters to other individuals or companies. And all for less than 2 zÅ‚oty per item. Here, you can also purchase e-services that are particularly important for businesses: digital signatures, digital seals, and SSL certificates.

In the digital age, businesses and individuals are increasingly abandoning costly and time-consuming paper solutions. That's why Poczta Polska is rapidly expanding its digital offerings. Available 24/7, ePoczta-polska.pl is a response to the needs of our customers who want to save time and money by using secure and convenient solutions.

ePoczta-Polska.pl – digital post for everyone

The ePoczta-Polska.pl digital services platform allows you to purchase digital services and products available in packages tailored to your needs:

- After purchasing the appropriate package, entrepreneurs can send and receive e-Recommended messages and communicate with government offices and other institutions. They can also purchase additional services, such as a digital signature, electronic seal, and SSL certificate, allowing them to send business documents quickly, securely, and with confirmed authenticity from anywhere, anytime.
- Individuals, in turn, can purchase a digital delivery package through the Poczta platform, allowing them to send and receive e-Registered letters from companies and other individuals and store them in their archives. All without having to buy envelopes and stamps, print letters, wait for acknowledgment of receipt, or travel to a branch with a delivery notice. And after accessing their inbox in the e-Delivery system, they can also check what has been sent to them by, for example, the Social Insurance Institution (ZUS), city hall, or tax office, and respond to officials free of charge.

e-Recommended in convenient packages

Packages on ePoczta-Polska.pl include various e-Referrals. When purchasing a package, customers can choose from 10, 20, or 50 digital shipments per month, and depending on the package selected, they can receive an electronic signature, electronic seal, or SSL certificate. They can also purchase e-Referrals as a one-time payment. Currently, there are four packages available:

- My Home – includes e-Referral subscription;
- My Business – e-Recommendation and Electronic Signature;
- My Company – e-Recommended, Electronic Signature and Electronic Seal;
- Corporation – containing e-Registered subscription, Electronic Signature,

Electronic Seal and SSL Certificate.

Importantly, the digital services included in the packages are provided by KIR (National Clearing House), a reliable and well-known provider of digital solutions, whose products are used, among others, by the largest banks in Poland.

Source: Poczta Polska

Omniva to Begin Rollout of Community Parcel Lockers Across Estonia This Autumn

04-09-2025

Omniva has signed a five-year partnership agreement with Jetbeep, which will begin serial production of wireless community parcel lockers designed for smaller communities, creating a new nationwide network in Estonia.

While the first community parcel lockers for pilot projects were produced one by one, Jetbeep is now starting serial production for Omniva.

"The first order – 150 machines, of which 100 will serve as public service points – has already been placed. The machines should be completed by the end of November or early December, and installation will start immediately after," said Martti Kuldma, Chairman of the Management Board of Omniva.

Most of the initial machines will be installed in Estonia, with some also launched as pilot projects in Latvia and Lithuania. "While Jetbeep is producing the machines, Omniva is completing all the necessary preparations – selecting and finalising agreements for specific locations," Kuldma added.

The public community parcel lockers will be installed in village centres, residential areas, bus stops, petrol stations, and similar locations, including places where low-usage post offices have recently been closed.

In the first phase of the project, Omniva will order more than 500 community parcel machines, which are expected to be ready and installed by mid-next year. For comparison – there are currently fewer than 400 conventional Omniva parcel machines in Estonia.

The long-term vision for the project is even more ambitious. "Within five years, we want to reach around 2,000 community parcel machines across Estonia, and within ten years ensure that almost every household in Estonia has a machine within 300 metres," Kuldma explained.

According to consumer surveys, 83% of Estonians prefer to send and receive parcels via machines, and more than 60% use a parcel machine at least once a month. "We are moving closer to people with the services they value most. I believe Omniva is responding very well to the needs of our customers with this," Kuldma said.

What is a Community Parcel Locker?

Community parcel machines are smaller-scale units that do not require a wired internet or electricity connection. They are battery-powered and therefore independent of power outages.

"A conventional parcel machine is usually located in a larger centre, such as next to a shop, because it requires electricity and internet. Each installation therefore involves lengthy negotiations. A community parcel machine, however, can be placed in just 15 minutes by two people in agreement with a landowner. We call them community parcel machines because they are perfectly suited for serving smaller communities and more sparsely populated areas," explained Kuldma.

Otherwise, the community parcel machine works the same way as a traditional parcel machine – when a parcel arrives, the recipient receives a notification on their phone with a code to open the locker. A single locker can hold one or several parcels for the same recipient. Parcels registered in Omniva's self-service can also be sent from these machines.

A Future-Oriented Postal Solution

In the future, once the community parcel machine network is established across Estonia and amendments to the Postal Act allow machines to be used for providing universal postal services, these units could also serve as local postal access points – enabling the delivery of letters and periodicals.

"This provides a smart solution to the key challenge in the postal sector – how to ensure that all people continue to have access to letter and newspaper delivery in an era of very low volumes. At the same time, it solves a practical everyday issue we often see at Omniva – since people receive letters so rarely, mailboxes are not checked regularly, and items accumulate and become damaged before reaching the recipient. With a community parcel machine, you always receive a notification on your phone that an item is waiting for you in a dry, secure place – whether it's a parcel, a letter, or a newspaper," Kuldma said.

Source: Omniva

An electric century: The evolution of postal vehicles in Germany

08-09-2025

Deutsche Post and DHL reflect on 100 years of progress in electromobility.

Bonn - No other logistics company operates as many electric vehicles worldwide as the DHL Group. The company's electric fleet consists of over 42,000 electric vehicles for the collection and delivery of shipments. Deutsche Post and DHL reflect on 100 years of progress in electromobility. As early as the 1910s, the former "Reichspost" utilized electric tricycles for deliveries. This development continued over the decades, reaching a peak in the 2010s with the StreetScooter; thanks to innovation, electric delivery vehicles now define regular operations.

1910s: The B.E.F. tricycle

The tricycle produced by the "Berliner Elektromobil-Fabrik" and known as the "B.E.F. Dreirad" vehicle, had a mere 1.5 horsepower. The Reichspost began using it around 1910. At that time, terms like registered mail or express shipments were not yet in use. Shipments were still sent in "letter bags," and there was also a service called "priority package delivery." Electric vehicles had advantages, especially on short distances and with light loads. The maximum speed was a modest 18 km/h, with a range of about 50 kilometers. Nevertheless, the tricycles proved effective: by the 1920s, around 200 units were already on the road.

1920s: Model BEL 2500

The electrically powered delivery vehicle of the Bergmann brand, model BEL 2500, was at least 2 km/h faster. It reached a top speed of 20 km/h and had a range of up to 60 km with a full battery charge, boasting a motor power of about 25 horsepower. This electric vehicle was specifically designed for urban use, where daily travel distances are generally short, and maximum speed is less critical. The model designation "BEL 2500" is derived from its payload capacity, which was around 2,500 kg.

1950s: EL2500 E

In the 1950s, the postal service primarily used its electric vehicles for local and suburban traffic. The postal vehicle from Maschinenfabrik Esslingen, model EL2500 E, is another example of vehicle evolution: the average daily travel distance was 18 km, while the top speed had risen to 28 km/h. The EL2500 E was mainly used in the Freiburg region. Efforts for environmentally friendly transport were high in post-war Germany, and the EL2500 E represented this commitment. Electromobility aimed to ensure cleaner air in urban delivery traffic.

2010s: Pioneering Work with StreetScooter

A significant step in the electrification of Deutsche Post and DHL's fleet in Germany was marked by the StreetScooter Work. The company was a pioneer in developing its own electric vehicle in collaboration with StreetScooter GmbH and RWTH Aachen University, tailored to the needs of letter and package delivery. The first prototype appeared in 2012 and passed testing. With around 65 horsepower and a top speed of 85 km/h, the StreetScooter Work was faster than previous electric postal vehicles. From 2014 onwards, it was widely used on German roads. Further models followed, including the larger StreetScooter Work L and XL, as well as right-hand drive versions for safer entry and exit on the sidewalk side. Today, DHL Group no longer manufactures its own vehicles.

Today: Ford E-Transit

For several years, DHL Group has relied on established partnerships to further electrify its fleet and decarbonize logistics. An example is the Ford E-Transit - a modern electric transporter that demonstrates how powerful and practical electromobility can be today: With a range of up to 317 kilometers and 184 to 269 horsepower, it provides the endurance and power needed for last-mile collection and delivery. These vehicles are primarily used where quiet and locally emission-free driving is particularly in demand. Most electric commercial vehicles are sourced globally by DHL from Ford and Mercedes. The latest innovation for long-distance transport is an electric truck with a "Range Extender" (EREV = Extended Range Electric Vehicle), developed by DHL in collaboration with Scania. This truck primarily runs on electricity but also has a diesel engine that serves as a generator to charge the battery when needed. Horsepower: up to 400.

Source: [DHL Group]

International Distribution Services plc 2024-25 results

01-09-2025

International Distribution Services (â€œIDSâ€☐) today announces its full year results for th year ended 30 March 2025. Group revenue was £13.1 billion, up 4.8%2 on last year, with an adjusted operating profit of £278 million, up £306 million year-on-year.

Royal Mail significantly improved its financial and operational performance, returning to an adjusted operating profit (excluding voluntary redundancy costs) of £12 million for the first time in three years, following significant losses in 2022-23 and 2023-24. This is in line with guidance and was achieved despite an increasingly competitive and challenging trading environment.

Meanwhile, GLS delivered a resilient performance and solid revenue growth, investing in its out of home network and expanding its international business to support cross-border volumes. It made an adjusted operating profit of £286 million, down £34 million on 2023-24 due to a challenging macroeconomic and regulatory environment in Germany and Italy and foreign exchange movements.

The Group made good progress over the year, with continued transformation - including rapid expansion of out of home options across both Royal Mail and GLS - to provide greater convenience for customers in all markets. Royal Mail increased out of home locations by almost 70% to c.24,000 as at the end of August 2025 and launched its own branded lockers. GLS continued to expand its network to over 110,000 out of home access points, and more than doubled the size of the GLS locker network to over 20,000 by the end of August.3

The Group returned to positive in-year trading cashflow and on 12 June 2025 Standard & Poor confirmed IDS’ investment grade credit rating (BBB- stable outlook).

Martin Seidenberg, Group Chief Executive Officer, said: “It has been a year of change for IDS. Thanks to the hard work of our people and our investment in transformation, Royal Mail returned to profit for the first time in three years, marking an important milestone in the company’s turnaround. With IDS’s acquisition by EP Group complete and Universal Service reform decided now is the time for us to drive the business forward and capitalise on our momentum.

“GLS has further increased automation and capacity at strategic parcel hubs in France and Germany, alongside expanding the European out of home network with over 110,000 pick-up and drop-off points now available to customers. Under the ownership of EP Group we will continue to invest in the rapid expansion of our out of home network across both businesses to meet the changing needs of our customers around the globe".

Source: [International Distribution Services]