

# FrachtNEWS

Logistics  
Market  
Report

 Global Market

Ocean Freight



## Major East and Gulf Coast Ports Halted by Dockworker Strike

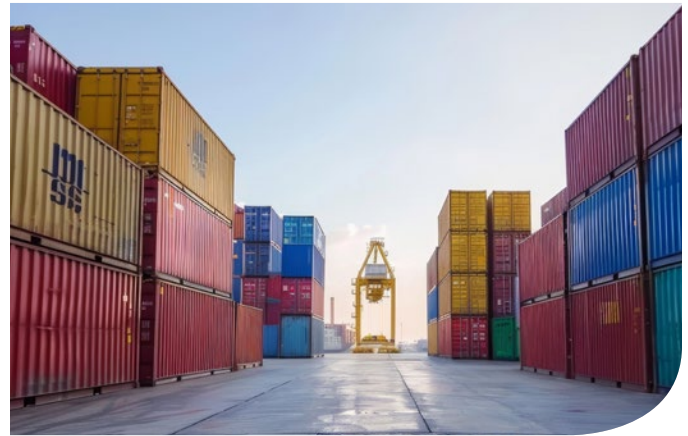
A labor strike involving union dockworkers across East Coast and Gulf Coast ports began early Tuesday, 1 October 2024, stalling the movement of vital goods through some of the country's most important shipping hubs. The stoppage, led by the International Longshoremen's Association (ILA), followed a breakdown in negotiations with the United States Maritime Alliance (USMX), which represents ocean carriers and port operators. Union workers initiated the walkout after discussions of the new contract stalled, with key issues centering around wages and port automation. With containers piling up and ships idling offshore, even a short strike could lead to significant disruptions in supply chains. Some companies have already begun redirecting shipments to West Coast ports in anticipation of prolonged disruptions. However, there are few feasible alternatives for large shipments of certain commodities, especially those heavily reliant on Gulf Coast ports. As the strike continues, the industry remains on high alert, with businesses, consumers, and government officials closely watching for a potential resolution. The length

and severity of the strike will determine its overall impact on the economy, but stakeholders across the logistics and retail sectors are bracing for ripple effects that could last well beyond the end of the labor dispute. "The Biden administration says it's encouraged all parties to keep negotiating and to do so in good faith (Hsu & Horsley, 2024). Despite growing pressure from various trade groups and political figures to intervene, the Biden administration has opted not to invoke the Taft-Hartley Act, which would force an 80-day cooling-off period. With no new meetings scheduled, the Biden administration has refrained from intervening, preferring to let the collective bargaining process continue. How these negotiations unfold will impact the current trade flow and set precedents for future labor agreements in key sectors of the global supply chain.

**Source:** Hsu, A., & Horsley, S. (2024, October 1). *Dockworkers go on strike, snarling traffic at East and Gulf Coast ports*. National Public Radio. <https://www.npr.org/2024/10/01/nx-s1-5133391/dockworkers-strike-east-gulfcoast-ports-shipping>

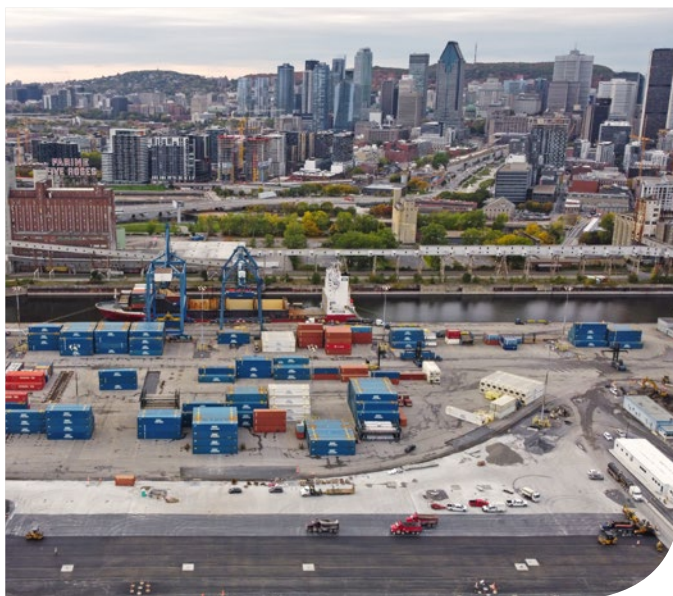
# Port Strike on East and Gulf Coasts Poses Major Risk to U.S. Supply Chains

The recent strike by union dockworkers on the East and Gulf Coasts has the potential to impact U.S. supply chains significantly. According to industry experts, the impact of the strike is expected to create a domino effect across the economy, particularly in sectors that rely heavily on imports. Retailers have been preparing for the strike by accelerating imports ahead of the holiday season, but the situation remains volatile. Although contingency plans are in place, prolonged disruptions could result in stock shortages, delays, and rising logistics costs. Jess Dankert, vice president of supply chain at the Retail Industry Leaders Association (RILA), commented, "The longer a work stoppage goes on, the harder it will be for industries like retail to navigate the disruption and absorb the cost" (Revill, 2024). With around half of U.S. container traffic passing through the affected ports, the broader economic impact will only intensify the longer the strike continues.



**Source:** Revill, C. (2024, September 30). *What to know about the ILA port strike.* Freightwaves. <https://www.freightwaves.com/news/what-to-know-about-the-upcoming-ila-port-strike>

# Montreal Port Strike Disrupts Key Supply Chain Operations



A three-day strike initiated by dockworkers at the Port of Montreal's Vieux and Maisonneuve Terminals highlights ongoing tensions in labor relations within Canada's vital maritime supply chain. Montreal is crucial to the country's logistics infrastructure as the second-largest port in Canada. Transport Minister Anita Anand emphasized the importance of a quick resolution, urging that "Parties must return to the table and put in the work needed to get a deal done" (The Canadian Press, 2024). As the situation develops, businesses dependent on the Port of Montreal will likely face delays and increased pressure, underscoring the need for agile logistics strategies in the face of labor unrest.

**Source:** The Canadian Press. (2024, September 30). *Montreal dockworker strike shuts down terminals at one of Canada's largest ports.* CBC/Radio-Canada. <https://www.cbc.ca/news/canada/montreal/port-of-montreal-terminals-partial-strike-1.7337888>



## Global Market

Ocean Freight

## IMO Subcommittee Addresses Safety and Fuel Innovations in Maritime Shipping

The International Maritime Organization (IMO) Subcommittee on Cargo Matters (CCC) recently convened to address critical safety and environmental concerns in shipping. Some of the key topics discussed include transitioning to alternative fuels, cargo safety, and a review of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code). The IMO CCC is also updating the IMSBC and IMDG Codes, improving clarity for handling hazardous materials and proposing advanced lashing software to supplement traditional cargo-securing methods. "The outcomes of these discussions will likely shape shipping safety standards for years to come, impacting how cargo is managed and how ships will operate with alternative fuels" (Breakbulk News, 2024).



**Source:** Breakbulk News. (2024, September 18). *IMO Subcommittee on Cargo Matters Tackles Key Safety and Fuel Challenges.* <https://breakbulk.news/imo-subcommittee-on-cargo-matters-tackles-key-safety-and-fuelchallenges/>

## Global Market

Air Freight

## Air Cargo Faces Unprecedented Peak Season Amid Capacity Shortages



The global air cargo market is bracing for its strongest peak season yet, driven by surging e-commerce demand and upcoming online shopping events like Black Friday. Despite eight consecutive months of double-digit growth, supply constraints remain a significant challenge. Peter Scholten, CCO of Air One Aviation, warned shippers to "brace for impact" as the market heads

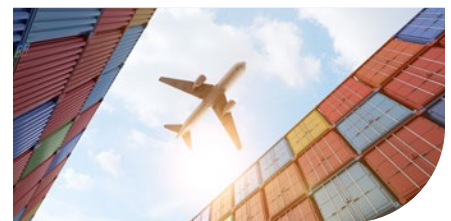
into "the highest peak season in history" (Knowler, 2024). With load factors near full capacity and limited fleet availability, forwarders are scrambling to secure space for essential shipments.

**Source:** Knowler, G. (2024, September 11). 'Brace for impact' warning as air cargo heads into historic peak season. *Journal of Commerce.* <https://www.joc.com/article/brace-for-impact-warning-as-air-cargo-heads-into-historic-peak-season-5725527>

## Airfreight Capacity Strained as US Port Strike Begins

With the US East and Gulf coasts now in the midst of a strike, shippers have turned to airfreight to avoid port delays. However, the market is already experiencing significant capacity issues. Niall van de Wouw, Chief Airfreight Officer at Xeneta,

emphasized, "when there is a mess, airfreight comes in," but limited cargo space—especially as bellyhold capacity decreases during the winter season—means shippers are facing tight availability and higher costs as they scramble to secure space.



**Source:** Lennane, A. (2024, September 30). *US dockworker union strike prompts early airfreight surge.* *The Loadstar.* <https://www.reuters.com/world/us/us-east-coast-dockworkers-head-toward-strike-after-deal-deadline-passes-2024-10-01/>

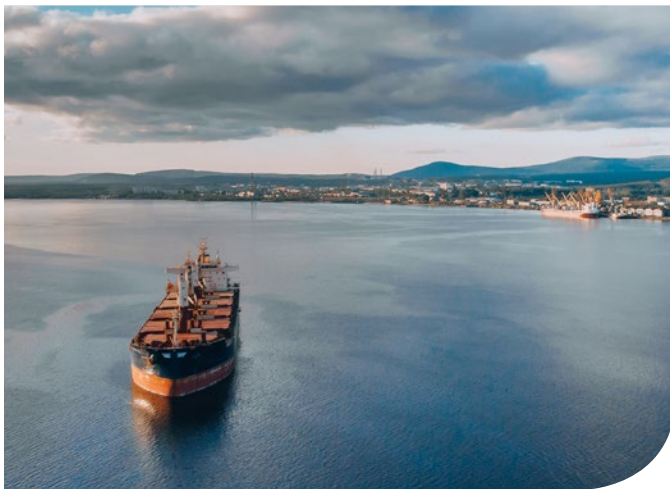
## Stability Amid Divergence: The MPV Market Holds Steady Despite Index Variations

The multipurpose vessel (MPV) market has exhibited relative stability in charter rates and cargo demand despite a minor divergence in key indices. Toepfer's Multipurpose Forecast Index (TMI) saw a minor dip in September, while Drewry's MPV index continued its upward trajectory, reflecting sector optimism. According to Drewry's senior analyst, Peter Molloy, demand for larger MPVs is on the rise, while smaller vessels are beginning to recover from a seasonal dip. He added that "geopolitical tensions restricting traditional MPV shipping routes have not changed," signaling that route adjustments and delays are now factored into shipping plans (Fields, 2024). While these operational challenges remain, the industry's resilience in facing both geopolitical and logistical hurdles is evident. Future vessel capacity could be tested as cargo flows increase, particularly from traditional and renewable energy projects. This outlook highlights the importance of flexibility in maintaining stable operations across the MPV sector.



**Source:** Fields, C. (2024, September 16). *Global MPV indices diverge despite relative market stability*. Journal of Commerce. <https://www.joc.com/article/global-mpv-indices-diverge-despite-relative-market-stability-5728700>

## Maritime Fuel Strategies Shaped by Green Corridors for Multipurpose Vessels



**Source:** Nodar, J. (2024, September 5). *Green corridors signal maritime fuel options for multipurpose vessels*. Journal of Commerce. <https://www.joc.com/article/green-corridors-signal-maritime-fuel-options-for-multipurpose-vessels-5721029>

As the global shipping industry advances toward decarbonization, the multipurpose/heavy-lift (MPV/HL) sector faces unique challenges in adopting green fuel technologies. This sector is expected to follow rather than lead the transition, largely due to the unpredictability surrounding the availability of carbon-neutral fuels at smaller, remote ports. "Unlike container ships, which generally have a set schedule and call major hub ports, almost all MPV/HLs operate on a tramp basis and often call smaller, niche ports that may not have the ability to convert existing bunkering infrastructure to handle alternative fuels" (Nodar, 2024). Looking to the future, green shipping corridors offer a glimpse of how the industry may transform. These corridors, such as the decarbonized transport network connecting 11 European countries, provide a testing ground for the adoption of alternative fuels like methanol and bio marine gasoil. As MPV/HL operators observe these developments, the sector remains cautious, awaiting clearer direction on viable fuel alternatives before committing to large-scale newbuild orders.

## Global Market

Breakbulk

## Spliethoff Group Strengthens Position with ForestWave Acquisition

Spliethoff Group is set to expand its influence in the global shipping industry by acquiring a majority stake in ForestWave, effective September 30, 2024. This strategic move enhances Spliethoff's capabilities, increasing its fleet to over 140 vessels, thereby boosting its capacity to handle a wider range of cargo. ForestWave will now serve as Spliethoff's seventh business unit. Spliethoff's leadership noted that this acquisition builds on years of successful collaboration between the two companies, stating, "Formalizing this cooperation is a logical step after many years of constructive and pleasant collaboration" (Breakbulk News, 2024). This alliance is expected to provide expanded solutions to clients worldwide while allowing ForestWave to maintain its operational independence..



**Source:** Breakbulk News. (2024, September 20). *Spliethoff Group Acquires Majority Interest in ForestWave*. <https://breakbulk.news/spliethoff-group-acquires-majority-interest-in-forestwave/>

## USA Market

Air Freight



## Lowering US De Minimis Unlikely to Reverse Ecommerce Demand Surge

Efforts by the U.S. government to restrict Chinese e-commerce giants from exploiting the \$800 de minimis exemption are unlikely to reverse the surge in consumer demand. Niall van de Wouw, Chief Airfreight Officer at Xeneta, stated, "The cornerstone of the e-commerce business model is the massive and seemingly insatiable consumer demand in the West for low-cost fast-fashion, apparel, and textiles. More than a billion shipments now enter the U.S. under de minimis exemption each year with the majority originating from

Chinese ecommerce platforms. This extraordinary level of demand is not going away and the genie cannot be put back in the bottle" (STAT Times, 2024). Even with new regulations aimed at controlling low-value shipments, this demand is expected to remain robust.

**Source:** STAT Times. (2024, September 18). *US regulations will not put e-commerce genie back in the bottle*. STAT Times. <https://www.stattimes.com/e-commerce/us-regulations-will-not-put-e-commerce-genie-back-in-the-bottle-1353241>



**USA Market**

Air Freight

## New Challenges for Forwarders with U.S. Cargo Security Regulation Changes

Recent security measures enacted by U.S. and Canadian governments are posing significant challenges for freight forwarders, especially small and medium-sized enterprises (SMEs). In response to incidents with incendiary packages in European parcel networks, regulations now require that cargo from Europe and CIS regions can only be transported on passenger aircraft if tendered by a Known Consignor or a shipper with an Established Business Relationship (EBR) to a regulated agent. Furthermore, the Enhanced ACAS Security Filing mandates new cargo description details, requiring more comprehensive information about the shipper before loading onto U.S.-bound aircraft. The global forwarder association, FIATA, stated that “due to the complexity and suddenness of the new requirements, FIATA has received industry feedback voicing concerns on the uneven application of the new measures, as well as the new technical and operational challenges brought by the new data requirements introduced in the US Advance Cargo Air Screening (ACAS) program.” (Brett, 2024)



**Source:** Brett, D. (2024, September 13). *Forwarders voice concerns over recent ramp up in US cargo requirements.* Air Cargo News. <https://www.aircargonews.net/policy/customs/forwarders-voice-concerns-over-recent-ramp-up-in-us-cargo-requirements/>

## Complex Data Rules Pose Bigger Threat to E-commerce than US De Minimis Changes



While new US de minimis proposals might raise concerns over reduced air cargo demand, it's the complex data requirements that present a larger challenge for global e-commerce. According to Rotate CEO Ryan Keyrouse, “Security concerns from misdeclarations and politically motivated policies were said to be the biggest risks by far” (Goldstone, 2024). The proposed rules would require additional data on shipments, complicating the process for importers and potentially disrupting e-commerce flows.

**Source:** Goldstone, C. (2024, September 16). *New US de minimis rules not the main threat to e-commerce traffic.* The Loadstar. <https://theloadstar.com/new-us-de-minimis-rules-not-the-main-threat-to-e-commerce-traffic/>

**European Market**

Ocean Freight



# Duisburg Opens Europe's Largest Inland Container Terminal



Germany has launched Europe's largest inland container terminal, the Duisburg Gateway Terminal (DGT), marking a significant advancement in European logistics. As Markus Bangen, CEO of Duisport, noted, "We are further expanding our position as one of the most important logistics hubs in Europe and strengthening our function as the backbone of the industry in North Rhine-Westphalia" (Knowler, 2024). Strategically located along the Rhine River, Duisport connects to major ports like Rotterdam and Antwerp, making it a crucial node in the Rhine-

Alpine corridor that links Mediterranean trade routes to Northern Europe. The terminal also serves as a key rail freight link between China and Europe, which has experienced significant growth. Despite recent disruptions in the northern corridor due to geopolitical tensions, demand for rail freight is rebounding, with an increase in shipments noted during early 2024.

**Source:** Knowler, G. (2024, September 18). *Europe's largest inland container terminal opens in Germany*. Journal of Commerce. <https://www.joc.com/article/europes-largest-inland-container-terminal-opens-in-germany-5730195>

**European Market**

Air Freight

# Lufthansa Cargo and Swiss to Incorporate SAF Costs into Airfreight Surcharge

Starting January 1, 2025, Lufthansa Cargo and Swiss WorldCargo will incorporate Sustainable Aviation Fuel (SAF) costs into their Airfreight Surcharge (ASC), beginning with a 2% blending quota for flights from EU countries. This move supports the EU's RefuelEU initiative, which aims for 6% SAF usage by 2030 and 70% by 2050. Lufthansa Cargo also noted that, "The Indian government, for example, is working on a mandatory quota of 1-5% from 2027... Singapore is requiring airlines to add 1% SAF to flights departing from Changi Airport starting in 2026" (Brett, 2024). Both airlines stress the necessity for government support to cultivate a sustainable SAF market.



**Source:** Brett, D. (2024, September 24). *Lufthansa Cargo and Swiss to add SAF costs into airfreight surcharge*. Air Cargo News. <https://www.aircargonews.net/policy/environment/lufthansa-cargo-and-swiss-to-add-saf-costs-into-airfreight-surcharge/>



## New Logistics Route Set to Connect the Pacific and Atlantic Oceans



A groundbreaking logistics corridor between the Pacific and Atlantic Oceans is underway, offering significant potential to boost trade and efficiency in South America. The new route will connect the Port of Chancay on Peru's Pacific coast with access to Atlantic waterways at Manaus, Brazil. "This transformative proposal will not only redefine regional trade, but will also have a significant impact at a global level" (Movant Logcomex, 2024). According to recent reports, the route will also extend to Colombia and Ecuador, ensuring a more interconnected region. The creation of this new trade corridor, named the "Amazonian route," aims to reduce transportation time, increase trade efficiency, and open up new economic opportunities across South America.

**Source:** Movant Logcomex. (2024, September 29). *New logistics corridor promises to connect the Pacific Ocean with the Atlantic.* <https://www.infobae.com/movant/2024/09/29/nueva-corredor-logistico-promete-conectar-al-oceano-pacifico-con-el-atlantico/>

## CMA CGM Expands Presence in Brazil with Major Terminal Acquisition

CMA CGM has taken a significant step towards expanding its footprint in Brazil by signing a deal to acquire 47.6% of Santos Brasil, the country's leading terminal operator. Santos Brasil oversees five terminals, including three that handle containers. This acquisition grants the global shipping giant control over a major portion of its container operations at the Port of Santos, one of South America's busiest hubs. "This strategic move will enable CMA CGM to offer seamless connections between Europe, Asia, North America, and the Caribbean," the French carrier stated, enhancing Brazil's role as a key hub in global operations (Knowler, 2024).

**Source:** Knowler, G. (2024, September 23). *CMA CGM moves to take over top Brazilian terminal operator.* Journal of Commerce. <https://www.joc.com/article/cma-cgm-moves-to-take-over-top-brazilian-terminal-operator-5732689>







## Latin American Market

Ocean Freight

# Porto Itapoá Boosts Refrigeration Capacity

Porto Itapoá is enhancing its refrigerated container infrastructure by installing over 1,800 additional power outlets within the next six months. “A significant portion of the refrigerated cargo handled at Porto Itapoá consists of animal protein exports, which are vital to the region’s economy” (Kontos, 2024). The port’s increased capacity supports Brazil’s thriving animal protein market and the rising demand from international markets.

**Source:** Kontos, I. (2024, October 1). *Porto Itapoá expands reefer capacity amid rising animal protein exports.* Container News. <https://container-news.com/porto-itapoa-expands-reefer-capacity-amid-rising-animal-protein-exports/>



## Mexico Market

Rail Freight

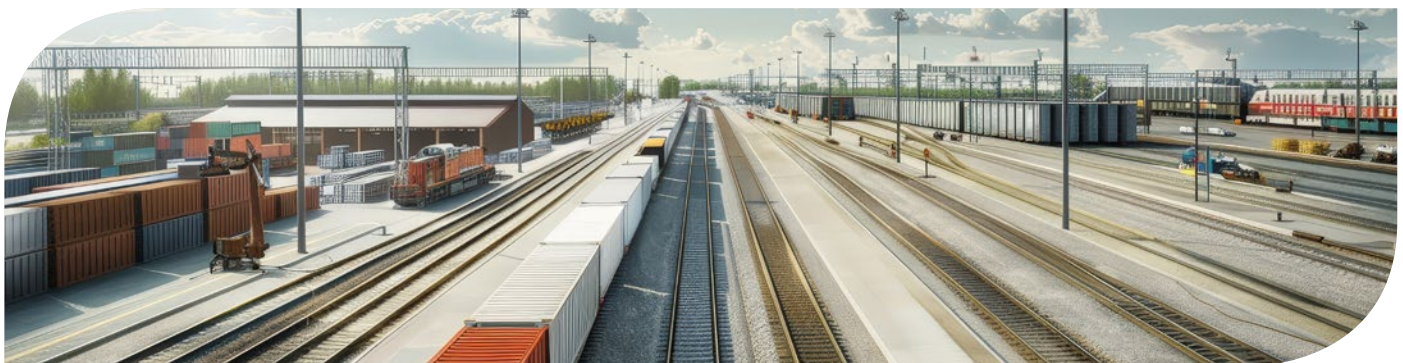


# Mexico’s Interoceanic Corridor Offers New Alternative for Global Trade

Mexico is developing a significant alternative to the Panama Canal with its Interoceanic Corridor railway. The project aims to alleviate the increasing pressures faced by the Panama Canal, which is grappling with shipping delays and reduced water levels due to drought. The 188-mile Interoceanic Corridor, spanning from the Atlantic to the Pacific across the Isthmus of Tehuantepec, presents an ambitious strategy to reroute shipments that would typically use the Panama Canal. Ships will offload containers at one

port, transport them via rail, and reload them at another port to continue their journey. “The project is actually the revival of an old one, as the railway was opened in 1907, but it was abandoned after the Panama Canal went into service” (Gomez, 2024).

**Source:** Gomez, C. (2024, September 29). *Mexico Builds New Interoceanic Railway to Compete With Panama Canal.* Greek Reporter. <https://greekreporter.com/2024/09/29/mexico-compete-panama-canal-new-interoceanic-railway/>





## Asian Market

Ocean Freight



# Spot Rate Decline Highlights Shifts in Asia-Europe Trade

Freight rates between Asia and Europe have seen a significant decline, signaling a broader market shift across key shipping routes. “The key problem for carriers is demand: despite all the extra capacity deployed via the Cape of Good Hope to cater for the extra sailing distances on Asia-Europe services, demand appears to have peaked” (van Marle, 2024). Carriers are now implementing blank sailings. Hapag-Lloyd announced reductions for weeks 40 to 42 in an attempt to control capacity and stabilize rates. As the peak season closes, shippers will likely see continued volatility in spot rates.



**Source:** van Marle, G. (2024, September 6). *Asia-Europe spot rate decline quickens – “the market has turned.”* The Loadstar. <https://theloadstar.com/asia-europe-spot-rate-decline-quickens-the-market-has-turned/>

# Shipping Alliances Reshape the Future of Global Trade in 2025



Significant changes are expected with the anticipated disbandment of the 2M alliance between MSC and Maersk in February 2025. MSC has announced its new standalone east-west service network spanning nine AsiaEurope services, which includes a vessel-sharing agreement (VSA) with the remaining members of THE AllianceONE, Yang Ming, and HMM—rebranding as the Premier Alliance. ONE’s CEO, Jeremy Nixon, expressed optimism about this strategic partnership, stating, “Collectively, the Premier Alliance and MSC will be able to offer a very capable and extensive network of end-to-end port services to its customers from February 2025” (van Marle, 2024). This collaboration aims to leverage operational expertise and network synergies, enhancing service capabilities for customers. As the Premier Alliance and MSC align their networks, the industry anticipates improved efficiencies and enhanced service levels, setting a new standard in container shipping as we move into the new year.

**Source:** van Marle, G. (2024, September 9). *New Strings attached – shipping shapes up for 2025 with Premier Alliance launch.* The Loadstar. <https://theloadstar.com/new-strings-attached-shape-up-for-2025-with-premier-alliance-launch/>

## Asian Market

Air Freight

## Cathay Pacific Expands Service to Dallas Fort Worth



Cathay Pacific is launching a new non-stop route between Hong Kong and Dallas Fort Worth International Airport (DFW) on April 24, 2025. This marks the airline's sixth U.S. destination, boosting its transpacific connectivity. Lavinia Lau, Cathay Group's Chief Customer and Commercial Officer, highlighted DFW's significance, stating, "Dallas Fort Worth International Airport is one of the world's busiest airports. With our Cathay Pacific codeshares as well as other flight options, customers can connect to over 190 domestic destinations in the United States, as well as 11 destinations in Central and South America via DFW..." (Cathay Pacific, 2024). The service will run four times weekly, utilizing Airbus A350-1000 aircraft.

**Source:** Cathay Pacific. (2024, September 24). *Route to Dallas Fort Worth: Deepening the airline's North America presence*, Cathay Pacific. <https://news.cathaypacific.com/cathay-pacific-expands-its-north-america-network-with-a-new-route-to-dallas-fort-worth-jlyyz1>

## Airlines Increase Asian Capacity for Peak Season, Leaving other Lanes Behind

As the Asian peak season approaches, air cargo operators are reallocating freighter aircraft from less lucrative routes such as to/from LATAM or India, to capitalize on the robust demand for exports from Far East/ South East Asia. With load factors reaching 86% on Asia-Europe and Asia-Middle East flights in September, airlines are rushing to reposition their aircraft. Rob Veltman, vice president of cargo in Europe for Qatar Airways, highlighted that "With the seasonal patterns and the way the market is being treated, conventional shippers like Apple or HP will struggle to find capacity because e-commerce is so demanding. The top four e-commerce players in China need around 150 freighters per day to move the cargo out" (Knowler, 2024). The impending holiday shopping rush is expected to further tighten capacity, leading to higher rates and intense competition for space.

**Source:** Knowler, G. (2024, September 16). *Lure of robust Asian peak season a magnet for air cargo capacity*. Journal of Commerce. <https://www.joc.com/article/lure-of-robust-asian-peak-season-a-magnet-for-air-cargo-capacity-5728658>



## Oceania Market

Ocean Freight



## CEFC Supports Electrification of Flinders Ports in Pioneering Green Initiative in Australia

The Clean Energy Finance Corporation (CEFC) has announced a significant investment to support the electrification of operations at Flinders Port Holdings (FPH). As the first green financing initiative for container stevedoring in Australia, this move signals a progressive step in the decarbonization of the maritime sector. The investment will explore the transition from hybrid straddle carriers to fully electric Automated Rubber Tyre Gantry cranes at the Flinders Adelaide Container Terminal, setting a national precedent. Additional initiatives include the installation of solar systems and the replacement of combustion-engine vehicles with electric alternatives across all seven FPH ports. "FPH has committed to a target of net-zero scope-one and -two emissions by 2040, and scope three by 2050" (Williams, 2024).

**Source:** Williams, A. (2024, September 20). *CEFC Commits \$70M to Electrifying Flinders Ports*. Daily Cargo News. <https://www.thedcn.com.au/sticky/cefc-commits-70m-to-electrifying-flinders-ports/>



## Oceania Market

Air Freight

## Australia Follows US and Canada in New Air Cargo Security Measures



**Source:** Brett, D. (2024, September 25). *Australia the latest to add stricter requirements for European/CIS air cargo*. Air Cargo News. <https://www.aircargonews.net/policy/air-cargo-security/australia-the-latest-to-add-stricter-requirements-for-european-cis-air-cargo/>

Starting September 26, Australia will enforce new security protocols for air cargo from European and CIS countries, mirroring recent measures by the US and Canada. Cargo on passenger aircraft must originate from shippers with whom forwarders have an Established Business Relationship (EBR). As Stéphane Parrenin, manager, international freight and logistics, at the Australian forwarder association, IFCBAA, noted, "Under this measure, air cargo consignments originating from 55 countries mainly located in Europe over 500g lodged by an unknown sender cannot be sent to or transferred in Australia on passenger aircraft" (Brett, 2024) The changes follow incidents involving incendiary packages in Europe, raising concerns among forwarders, particularly affecting small and medium-sized enterprises.

## New IATA Platform to Facilitate Airline and SAF Collaboration



The International Air Transport Association (IATA) will launch the Sustainable Aviation Fuel (SAF) Matchmaker in early 2025, a platform connecting airlines with SAF suppliers. Announced at the World Sustainability Symposium, this initiative aims to simplify SAF procurement and promote its adoption in aviation. IATA's Senior Vice President of Sustainability, Marie Owens Thomsen, emphasized that "Our vision is to create a transparent, efficient, and accessible matchmaking platform that will accelerate the uptake of SAF as the aviation industry progresses towards net zero CO2 emissions by 2050" (IATA, 2024).

**Source:** International Air Transport Association. (2024). *IATA announces Matchmaker platform for airlines and SAF suppliers*, IATA. <https://www.iata.org/en/pressroom/2024-releases/2024-09-24-03/>

## Shell's Construction Halt on Rotterdam SAF Refinery Sparks Airline Industry Frustration

Shell paused construction of its 820,000 tonne/year biofuel refinery in Rotterdam to assess complexities and costs, frustrating the airline industry craving sustainable aviation fuel (SAF). IATA's Willie Walsh criticized aviation fuel suppliers after similar decisions in the market, stating that "We should be shining a spotlight on these producers because they have to be part of the solution. To see them talk about their commitment to green energy, but not deliver on it,

is very frustrating for the industry." (Harper, 2024). In 2023, global SAF production was only 158 million gallons, compared to 96 billion gallons of traditional jet fuel.

**Source:** Harper, L. (2024, September 24). *Airlines frustrated as Shell defends Rotterdam SAF refinery pause*. Flight Global. <https://www.flightglobal.com/airlines/airlines-frustrated-as-shell-defends-rotterdam-saf-refinery-pause/160073.article?adredir=1>

