

# CANADA Daily News and Updates June 28th 2024

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## Air Updates

### Freighter Emissions Up 25% Since 2019

Greenhouse gas (GHG) emissions generated by freighter aircraft have grown by 25% since 2019, according to environmental campaign group Stand.earth.

[A report](#) from the group calls for greater emissions transparency from carriers and says one of the major causes of the problem is the demand for faster delivery services for e-commerce shipments.

The report shows that airlines conducted around 30% more all-cargo flights in 2023 compared with 2019.

“Overall, dedicated freighters added over 750 more planes to their fleets and are currently operating from over 300 additional hubs as compared to 2019,” says Stand.earth.

“Together, the expansion of dedicated airfreight capacity alongside a nearly full recovery of belly freight cargo points to the emergence of a new climate and human health threat in the airfreight market.”

Read more in an [article from Air Cargo News](#).

## **Government Steps In to Prevent WestJet Engineers Strike Ahead of Holiday Weekend**

Canada's federal government intervened on Thursday to prevent a strike by maintenance engineers at WestJet Airlines to avoid more flight cancellations ahead of a busy holiday weekend.

Labour Minister Seamus O'Regan said he had ordered the country's industrial relations board to impose final binding arbitration in the dispute between the airline and the Aircraft Mechanics Fraternal Association. "The parties still remain far apart today, and tensions have only increased," he said in a statement.

The union said there was no modern precedent for the move, adding it would comply with the order and direct its members to refrain from any unlawful job action.

WestJet said on Wednesday it had begun cancelling flights ahead of the strike, which could have started today.

Read more in an [article from Reuters](#).

## **Ocean Updates**

### **Forwarders 'Being Squeezed' as Spot and Contract Rates Move Further Apart**

Rapidly increasing spot freight rates are diverging further from contract rates, imitating the pattern seen during the pandemic, leaving large shippers in a better position than SMEs and freight forwarders, according to freight rate benchmarking platform Xeneta.

Xeneta market analyst Emily Stausboll said: "Some of our customers are saying this brings back pandemic memories, and there are very few that have pleasant memories from that time."

Xeneta chief analyst Peter Sand warned that "what you pay depends on you either being very very good at negotiating, if you are a super-large shipper or you are an SME shipper."

According to Xeneta data, SMEs are often paying more than the market average, whereas larger players on average pay less, due to carriers honouring long-term contracts to maintain relationships.

Read more in an [article from The Loadstar](#).

## International Business/Government

### 'Summer Davos' Highlights Corporate Anxiety Over Global Tariffs

Global trade tariffs were top of mind for attendees at the event known as Summer Davos in China this week, with companies rethinking their strategies to mitigate the impact of tensions between China and the West.

Chinese Premier Li Qiang led the call for trade openness and decried protectionism, saying decoupling would only drag the world into a “destructive spiral.” His comments, made at the World Economic Forum event in Dalian, come as Chinese firms start to face more trade barriers, particularly from the U.S., Europe and potentially Canada.

It's a stark reminder of how precarious trade has become after years of supply chains rapidly rearranging due to the pandemic and U.S.-China trade war. The potential for escalation and additional tariffs threatens to exacerbate challenges for business owners globally, who face higher prices, longer wait times for parts and a lot more uncertainty.

Read more in an [article from the American Journal of Transportation](#).

## Sustainability

### Move to -15°C Initiative Gains Momentum in Frozen Food Supply Chain

The Move to -15°C, a sustainability initiative dedicated to cutting carbon emissions in the frozen food supply chain, has more than doubled its membership since its launch at COP28 in 2023.

The frozen food temperature set point of -18°C was established as an industry standard a century ago, but with little evidence, and logistics technology has improved substantially since. Building on academic research that shows that a three-degree change in temperature could make a significant environmental impact with no compromise on food safety, the Move to -15°C aims to reduce emissions and cut supply chain costs.

The initiative aims to save 17.7 million metric tonnes of carbon dioxide per year, create energy savings of around 25 terawatt-hours (TW/h) and cut costs in the supply chain by at least five percent and in some areas by up to 12 percent.

Read more in an [article from Inside Logistics](#).