

Economic Commission for Europe

Inland Transport Committee

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Working Party on the Transport of Perishable Foodstuffs**Seventy-third session**

Geneva, 10-13 October 2017

Item 3 (b) of the provisional agenda

**Activities of other international organizations dealing
with issues of interest to the Working Party:****Transfrigoroute International****Report to the seventy-third session of UNECE WP 11 on the
activities of Transfrigoroute International (TI)****Transmitted by Transfrigoroute International (TI)**

1. The period since the last session of WP 11 has seen much activity on many fronts for Transfrigoroute International. We are pleased to announce the election of Mr André Stumpf as president of the Technical Advisory Committee (CCT) of TI. Many of you will know André from his work with Carrier Transicold Europe, Transfrigoroute France as well as Transfrigoroute International. He brings a wealth of technical knowledge and expertise to his new role which means that the evolution of the technical standards which occupy the minds of the members of TI will be enhanced.

2. As previously reported to WP 11, the temperature controlled transport industry faces a raft of technical challenges in an already highly regulated environment. The application of the F Gas Regulation has impacts far beyond the EU and is impacting most contracting parties to the ATP globally. While significant progress has been made in reducing the environmental impact of the refrigerants used in our industry by the introduction of lower GWP fluids and the reduction in charge rate for each piece of equipment, it is well accepted that despite this 50% reduction in GWP, that this can only be considered as an interim solution in the medium term. Nevertheless, while research and development continues to find even more sustainable solutions with lower or zero GWP refrigerants the industry is focused on working to manage existing equipment through the use of drop-in lower GWP replacement fluids for the more commonly used R404A. Apart from the environmental impact, economic imperatives have come into play which are resulting in the total cost of ownership and operation of equipment to rise. Over the past year substantial price rises for high GWP refrigerants such as R 404A have been announced which have, in some cases, doubled in cost. In some cases there have been reports of shortages of refrigerants available for service and maintenance of equipment in a limited number of countries. This is one of the many reasons why a solution to the process of ATP approval for drop-in like for like replacement refrigerants is so important for both new and in service equipment.

3. On a similar theme new engine emission standards for equipment used in our industry come into effect in January 2019. Known in Europe as NRMM (Non Road, Mobile Machinery) Regulation these new standards for engines which are not required to meet Euro 6 standards for the propulsion of vehicles (trucks and vans) cover anything from small engines used in garden equipment all the way up to railway and ships engines. These new emission standards will reflect the changes already made in the USA some time ago and will be applied globally by all the main manufacturers. This means that the NRMM standards will be seen by all contracting parties to the ATP from 2019. TI is urging the WP

11 to accept its proposal to avoid the necessity to retest every piece of equipment when the engine changes are made on condition that the engine and compressor speeds remain the same and that no other changes are made to the major components in the refrigeration circuit. A precedent has already been set back in the 1990s when the existing Tier 3A emission standards were introduced by the use of addenda to existing ATP type approval certificates.

4. While the ATP was originally drafted to lay down standards for equipment used in the long distance temperature transport controlled business, the profile of this activity has significantly changed in the recent past. Long distance inter country continues to play a major economic role in global commerce. However in mature markets the average journey distance is now less than 300km and the activities of the operating members of TI have evolved to encompass national, inter urban and urban distribution. Apart from the signatory countries which apply ATP standards for national transport, these activities go largely unregulated. TI has undertaken to set up a working group to focus on proposals for standards in this area. Allied to this issue is the growing concern by an increasing number of municipal authorities on air quality in cities and road congestion. Recent World Health Organisation studies have pointed to the harmful effects of particulate and NOx emissions on public health. The uncoordinated approach by these municipalities is posing a challenge to the industry. TI will examine what technical solutions can be offered to ensure that the transport phase of the cold chain can be protected as decreed by the ATP and to ensure that public health and safety is assured in last mile or kilometer deliveries. In some cases the proposals to used alternative drive vehicles with perceived zero emissions are not viable or do not currently exist in the market.

5. TI believes that the current ATP class distribution multi compartment, multi temperature euro 6 class vehicle is the most efficient means of distribution. Alternative technologies to address emissions from the engines used in the temperature control equipment already exist. These growing ad hoc pressures across the globe bring into sharp focus the urgent need to agree on the marking of multi temperature /multi compartment equipment, the type approval certificates and the retesting of in-service equipment in this expanding sector.

6. The only constant in life is change. The temperature controlled transport sector is ready to meet these changes by offering sustainable solutions. Transfrigoroute International, under the leadership of its President Mr Willem Zonnevijlle and with the technical guidance of André Stump and myself is ready and able to work with WP 11 to ensure that the protection of perishable foodstuffs as enshrined in the ATP continues in this ever changing world.
