**Economic Commission for Europe**

Inland Transport Committee

**Working Party on the Transport of Perishable Foodstuffs**

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**Transfrigoroute International**

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English

# Activity Report Transfrigoroute International

1. Like many industries the temperature controlled transport sector faced and continues to face significant challenges in 2020 due to the Covid 19 pandemic. In the early stages of the pandemic consumers began stock piling which increased demand for refrigerated transport. Some sectors such as flower transport has suffered serious declines. On the positive side the importance of the temperature controlled logistics sector was raised in the public consciousness with its proactive and efficient response to maintaining food supplies and medicines under very difficult circumstances.

2. On the technical front the transport sector continues to face increasing technical challenges, many of which are coming from, but not limited to the EU. To confront these challenges TI has restructured the technical advisory council (CCT) to form working groups to discuss and develop strategies to advise the operating transporters of the range of technical solutions available to them. To manage the work of these committees I would like to introduce my successor as President of the CCT, Lionel Pourcheresse from Carrier in France. Lionel brings a wealth of knowledge of this industry to your discussions. I wish him every success.

3. As transport has been identified as a contributor to GHG emissions the overarching focus in the EU Green Deal will impact our sector. CO2 emissions from new vehicles must reduce by 15% by 2025 and 30% by 2030. This is spur a technology change to alternative drive systems which will be highly dependent on infrastructural investment in alternative fuel networks.

4. In parallel with this development Ambient Air Quality in urban settings globally came into sharp focus in the early stages of the pandemic. The lower traffic volumes resulted in vastly improved air quality globally. TI is proactive in the debate on the role of our industry in the revision of the EU Ambient Air Quality directive and lessons from this work can be applied to any ATP contracting party outside the EU.

5. As normal with TI, matters relating to ATP are always central to our discussions. The inclusion of the requirement to provide a certificate of conformity for multi temperature / multi compartment equipment as laid out in section 7.3.6 of the latest edition of the ATP came somewhat of a surprise to the industry given the implementation date of October 2020. As a consequence, the use of the TI multi temperature calculation tool came back into sharp focus. It is the considered opinion of TI that the industry, especially the insulated body building sector needs to be trained on the use of whichever calculation tool is to be used in order to generate the certificate of conformity required and avoid any disruption of supply to temperature controlled transporters using Multi temperature equipment. To this end, TI has offered members of CLCCR hands training in the use of our tool to help avoid such outcomes. It is recognised that minor modifications are required to the tool and these will be actively worked on following this meeting. In addition, TI will finalise the transfer of management of the tool to the International Institute of Refrigeration to answer some of the objections raised by a small number of contracting parties.

6. Although the temperature controlled transport sector is a very small user of HFCs, refrigerants are back in the spot light. 5 years ago, R 452a was introduced to the temperature controlled transport market as a replacement for R 404a. In doing so, the GWP was reduced by approximately 50%. While this was a significant development, it can only be considered as an interim step on the road to low GWP refrigerants. Given the complex nature of the application of any refrigerant to transport with a large range of condensing and evaporating temperatures in both single and multi temperature applications the search for energy efficient replacements will be complicated. CEN will establish a working group to consider this matter. TI will supply suitably qualified experts to this committee.

7. TI has structured its working groups to reflect the rapidly changing technical and regulatory environment for our sector. Topics being discussed include new drive systems, the evolution of insulation materials, urban distribution and new technology. The efforts of a small number of contracting parties to introduce the topics of new drive systems as well as definitions of equipment types is greatly appreciated.

8. During the past few years TI has participated in the ad hoc committee meetings organised by the vice President of WP 11 Kees de Putter. This constructive initiative by Mr de Putter to examine ways to improve the ATP is very much welcome. It is the firm belief of TI that the ATP is first of all, a legal treaty with a technical background to regulate and control equipment standards for national competent authorities as well as the equipment manufacturers and transporters with the undisputed aim of protecting perishable foodstuffs while in the transport phase of the cold chain. Since the original treaty document of the early 1970s there have been many amendments written by many experts with the unintended consequence today having some variances in definitions, which, on a legal basis, are unacceptable. The efforts of Mr de Putter to address these issues should be continued, with the hope of a simplified more easily understood treaty that fulfils the basic requirements to protect public health and safety within the transport phase of the cold chain.

9. Finally as outlined above the industry is facings many technical challenges, which should be managed in an orderly fashion. Technical changes should be introduced on phased basis to avoid product obsolescence. It is absolutely vital that the ATP evolves and keeps pace with the ever changing technical developments. TI is ready to play its part in this process.