

**Economic Commission for Europe****Inland Transport Committee****2 October 2018****Working Party on the Transport of Perishable Foodstuffs****Seventy-fourth session**

Geneva, 8-12 October 2018

Item 4 (b) of the provisional agenda

**Activities of other international organizations dealing****with issues of interest to the Working Party :****Transfrigoroute International**

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**Activity report of Transfrigoroute International 2017-18****Transmitted by Transfrigoroute International**

1. The period since the last session of WP 11 has seen much activity on many fronts for Transfrigoroute International.

First of all our international CCT Team was involved in an active participation in the preparation of the amendments proposed by certain countries. Also we have initiated a preparation meeting in Brussels for a clearer input from the industry to the annual ATP test station meeting "CERTÉ". We also recently participated at the WP11 preparation meeting organized by Mr. De Putter in DELFT.

2. As previously reported to WP 11, the temperature controlled transport industry faces a raft of technical challenges in an already highly regulated environment.

It is necessary to underline that the use of new refrigerants with a lower global warming potential is accelerated. This obligation which is pushed by one European F-Gas Regulation is in fact required by the respects of the commitments of the numerous countries which have signed the COP21. We also note that the introduction of new fluids in new refrigeration units was facilitated by the WP11 consensus reached last year with the amendment-ECE/TRANS/WP.11/2017/23

On the other hand we had underestimated the importance of the operations of retrofit (within the refrigeration units already in service) and we hope that this subject will be solved during the WP11 Meeting this year.

The refrigerant price are continually increasing for high GWP refrigerants such as R 404A which have, in some cases, quadruple 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.

3. As reported last year 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 ship engines.

The consequence for the manufacturer of truck and trailer refrigeration units is very important in fact a new range of units will be launched. In parallel for smaller engines a recognition based on similar engine speed and power was discussed and accepted by the tests stations during the last CERTÉ Meeting.

4. ATP was originally drafted to lay down standards for equipment used in the long distance temperature transport controlled business, but the profile of this activity has significantly changed in the recent past. The members of TI are highly concerned about city 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 kilometre 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.

We note that an ISO Standard for temperature controlled parcel deliveries is under development and our technical consultation committee is following the progress of this dedicated working group.

5. Regarding the Multi-temperature vehicle which is the most efficient vehicle for city distribution, the approval reached last year concerning the marking of multi temperature /multi compartment equipment is really an important progress. But the validation of the type approval certificates and the retesting of in-service equipment is still a concern that we have to address this year. Particularly the dimensioning of the unit must be unanimously done with the same methodology of calculation for these reasons, TI support the use of common software.

6. The change of the technology used in the sector of mobility is changing on daily basis. The temperature controlled transport sector is ready to meet these changes by offering more sustainable solutions. Transfrigoroute International, 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.

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