
Economic Commission for Europe**Inland Transport Committee****Working Party on the Transport of Perishable Foodstuffs****6 October 2015****Seventy-first session**

Geneva, 6-9 October 2015

Item 3 (b)**Activities of other international organizations****dealing with issues of interest to the Working Party:****Transfrigoroute International**

**Report to the WP 11 71st session on the activities of
Transfrigoroute International**

1. Both operating and industry members of Transfrigoroute International continue to face an ever growing list of operational and technical challenges in the past year. In a business environment where there is continuing pressure on margins transport operators are under pressure to comply with new and proposed new regulations.
2. Issues and vehicle emissions in particular are at the top of the list. The overall transport industry now operates new trucks which are far cleaner than many cars on the roads they share since the introduction of Euro 6. TI recognises that Euro 6 norms do not apply in many signatory countries to the ATP, however they have an immediate impact for all TI members. Globally there has been a renewed focus on CO² emissions from heavy goods vehicles.
3. There is little that TI can do to influence the outcome of these discussions however, as the production of CO² is directly proportional to the quantity of fuel burnt, there will be an increased focus on vehicle design to reduce drag. TI will pay special attention to the evolution of these designs so that the energy efficiency of self powered transport refrigeration systems are not compromised.
4. The introduction by certain countries of the 25.5m road trains has proven very successful not only in driving down the emissions per tonne /km driven but in also lowering the unit cost of transport. TI continues to support this innovative development where practicably possible.
5. Euro 6 was introduced in January 2015 for HGVs and has shown to make considerable contributions to the engine emissions from our sector. As reported last year TI has been active in the on going debate on the emission standards for auxiliary engine powered equipment used in our industry such as transport refrigeration units. It now looks like there will be a harmonisation of standards on both sides of the Atlantic for engines in the Non Road Mechanical Machines classification. The proposed Tier 4 standards have already been introduced in the USA and will most likely be adopted in other countries outside Europe. These new standards will lower the current emission levels for both spark and compression ignition engines right across the power ranges used in self powered transport refrigeration systems. Manufacturers may face challenges in finding suitable engines which fit the very confined dimensional limitations currently mandated in Europe whilst, at the same time complying with the new emission standards by the proposed implementation date of 2019. As with the truck redesign mentioned above it, is vital that there should be no decrease in the energy efficiency of transport refrigeration systems.

6. The F Gas regulation 517/2014 is now well established however there are still many open questions to be addressed. Training standards for technicians in the transport sector have only just been published and have yet to be ratified, There is some concern that these standards may not be applied across all EU member states leading to distortion of competition. There is also some concern that the phase down targets set may not be met if the industry continue to use existing high GWP refrigerants. Over the past year one major equipment manufacturer has introduced R 452a which halves the GWP of the commonly used R404A. It would appear that other manufacturers will follow. Whether the transport industry will move from class A1 to A2L mildly flammable refrigerants is still very much debatable.
 7. TI participated in the IIR CERTE meeting of the ATP test station engineers which was generously hosted by Mr Nobre. TI is very concerned with the lack of progress on a number of key issues relating to the introduction of test methodology for multi- temperature / multi-compartment equipment into the ATP. These concerns continue to centre on the marking of multi temperature vehicles and the retesting of such equipment after 6 and 9 years in service. Despite some excellent preparatory work done by France and other delegations failure to gain ratification at the 70th session of the WP11 is major cause for concern.
 8. TI continues to discuss the validity of ATP type approval certificates for transport refrigeration units and the wording of ATP annexe 1 which requires that the class type approval k values should be maintained in all cases when this is patently unpractical despite the best efforts of the insulated body builders.
 9. TI continues its cooperation with the International Institute of Refrigeration through its participation in CERTE meetings and with other external bodies such as the IRU (international Road Transport Union) based in Geneva.
 10. In summary TI, representing both the transport operators and the manufacturing members is facing a challenging future from both a technical and operational point of view.
 11. TI will celebrate its 60th anniversary at its forthcoming AGM which takes place in Amsterdam on Oct 16 / 17th 2015.
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