
Economic Commission for Europe**Inland Transport Committee****4 October 2016****Working Party on the Transport of Perishable Foodstuffs****Seventy-second session**

Geneva, 4-7 October 2016

Item 3 (b) of the provisional agenda

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

Activity report from Transfrigoroute International

1. Never in the history of road transport has the industry faced so many technological, social and economic challenges. This is even more especially true in the temperature controlled transport sector. The following are the topics which formed the basis of the working of the Technical Advisory Committee of Transfrigoroute International during the past year.
2. In 2014 the Euro 6 norm was introduced for medium and heavy duty good vehicles making them the cleanest trucks on the road. Today the focus is on the decarbonisation of road transport which brings about a search for alternative fuels. Due to its energy density, ready availability and maturity of the technology, diesel fuel should remain the dominant source of drive train power for the medium to long term. Nevertheless the industry is already facing whole or partial prohibitions of diesel powered vehicles and transport refrigeration equipment in certain European cities with the growth of Low and Ultra Low Emission Zones. This in turn has sparked searches for alternative drive systems for both trucks and cooling equipment such as CNG, electric and hydraulic drives along with cryogenic solutions. All of these alternatives have implications for the ATP and in particular the testing methodology to be applied for such new technologies.
3. For the past few years TI, through the Technical Advisory Committee, has been involved in the evolution of the new European regulations on Non Road Mechanical Machinery. Engines, whether compression or spark ignition, used in any application other than propelling a vehicle are not covered by Euro norms. In Europe and elsewhere, engines used in these applications such as mechanical transport refrigeration equipment have a completely different set of emission standards, known as Tier IIIa. Two years ago the USA introduced stricter emission standards for these engines and now the EU has followed suit with almost similar levels. Manufacturers of transport temperature control equipment do not have a great range of engines suppliers to choose from to meet these stricter standards and to give the long life and service intervals which are now common in our industry. Therefore the same engines are used in all markets including all 50 signatory countries to ATP. The new European regulation will become law in 2017 with an implementation date of January 2019 for all new products placed on the market. The industry members of Transfrigoroute International earnestly hope that, where it may be necessary to replace an older Tier IIIa engine with the new specification engine running with the same speeds etc, that a sensible workable agreement may be found with the relevant ATP tests stations to facilitate the introduction of this new and necessary technology without the need to retest all models. A similar arrangement needs to be put in place to handle engine replacements for in service equipment where an older engine may be replaced with a newer model meeting the updated emission standards without impacting the validity of the ATP certificate.

4. Both the operating members (transporters) and the industry members welcome the inclusion of multi temperature and multi compartment technology in the ATP. However there are many outstanding issues remaining to be resolved on the practical and harmonised application of the ATP in this area. The Technical Advisory committee of TI held many meetings during the past year to try to reach a consensus on how this might be done. Indeed, following the very positive meeting of the CERTE group in Prague last April, ably chaired by your Vice Chairman, Mr Eric Devin, TI met with a number of the experienced and influential thinkers in the ATP test station community to seek a meeting of minds and to produce a short information paper which will be presented to this session of the WP 11 in the coming days. The paper will address multi temperature vehicle marking, what should be included in the ATP certificate for a multi temperature vehicle and finally, in service retesting of MT equipment.

5. The implementation of the F gases regulation in Europe and the change to newer low GWP is still not finalised and is considered work in progress.

6. Since its inception one of the fundamental attributes of the ATP has been the reciprocal acceptance of ATP test reports by all competent authorities in each of the signatory countries. Transfrigoroute International wishes to draw the attention of the general secretary, chairman and vice chair persons of WP 11 to the alarming rise in the incidence of questioning or even down right refusal of test reports supplied by a competent authority in another country.

7. This raises a number of fundamental questions for both the application and interpretation of the ATP in signatory countries and the consequential disruption to the operation of fully tested and approved equipment together with the commercial consequences for manufacturers and transporters alike.

8. Each year at the CERTE meetings there is always a positive discussion on conducting round robin tests to cross check the results of accredited ATP test stations. This has never taken place despite the offer of help from TI. We now feel that this exercise needs to be not implemented but extended to ensure the harmonisation of the definitions and technical descriptions used in test reports to avoid this unnecessary misinterpretation and disruption. Furthermore it would appear to call into question the competence of the ATP test centre conducting these tests on behalf of the relevant manufacturer. The end result is that the manufacturer, who has complied with all the requirements of the ATP, is dragged into the discussion when, TI believes, the matter should be resolved between the ATP test stations or competent authorities. TI believes that this increasing trend towards the questioning of ATP test reports undermines the credibility of the application of the complete Agreement and reinforces the growing view among some transporters that it has become irrelevant and outdated. TI does not subscribe to this belief but the continuation of this lack of mutual acceptance does not help. TI urges WP 11 to take immediate action to regularise this situation.

9. 2017 will see a change in leadership of the TI Technical Advisory Committee but will continue to face a growing list of technical challenges, particularly in the areas of environmental issues and the growing complexity of urban and inter urban temperature controlled multi temperature, multi drop distribution on behalf of the new Executive Committee and our transporters.