

Frigoríscope

News from Transfrigoroute International – Issue 15 – March 2013



Editorial—What else is on the Commission's agenda?

Dear Readers,

Welcome to this new edition of TI's newsletter. The Frigoríscope is an essential tool for TI and its members to communicate about all the great things we are doing. Therefore, I would like to start by encouraging you once again to contact my team every time something happens in your association or within one of your companies that you believe could be covered in these pages.

TI is entering a phase where the influence of Brussels and the decisions taken here will become even more evident and you will read in this edition about the F-Gas regulation revision and the Weights and Dimensions reform. But much more goes on in the Brussels transport world and I would like to use this editorial to give you a picture of what else is on Transport Commissioner Kallas' plate.

Trains

The Commission's top transport priority has always been to encourage a modal shift towards rail. However the rail sector has many issues of its own that it needs to deal with would it wish to absorb only a small portion of what currently transits on roads. One of those issues is the inefficient and uncompetitive organisation of the market players in many countries where rail companies,



We are in a key period for Commissioner Kallas with major dossiers to be discussed in the last year of his mandate.
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infrastructure managers and the state remain too closely interlinked. Another issue is the lack of interoperability of the various EU networks and the huge cost of updating this infrastructure. To deal with these, the Commission has proposed a fourth Rail Package at the end January and this will lead to long discussions focused on the 2019 proposed deadline for final liberalisation and the opening of the national markets.

Clean Fuels

In order to help the pick-up of low carbon vehicles, be they passenger cars, vans or lorries, the Commission proposed a Clean Fuel Package on 24 January 2013. The package's core aim is to engage Member States in building up alternative fuel stations across Europe by 2020. The main technologies to be supported are electric vehicles, LPG, CNG, hydrogen and biofuels. The LPG technology is the most interesting one for the long distance truck sector for the moment. EU Member States have already called the proposals too ambitious, costly and unfeasible by 2020.

At the same time, the Commission launched extremely difficult discussions on the evaluation of the environmental impact of biofuels. The outcome of these discussion will be key to our sector as so far biofuels have been seen as one of the keys to greening the transport sector.

Vehicle emissions

The Commission has made proposals for binding targets for cars and vans emissions by 2020 of respectively 95g/km and 147 g/km. The current discussions in the European Parliament and Council focus on the so called supercredits or how many bonus points manufacturers can get for low carbon vehicles. TI members should follow these debates also, as the Commission intends to issue a strategy on how to address the emissions of Heavy Duty Vehicles later this year.

Continued on p. 2

In this issue:

P.2-3 TI Internal News

- Editorial...continued
- Summary report of TI's first 2013 meetings
- AGM 2013—Tr. Slovenia getting ready to welcome TI

P.4-5 Regulatory Update

- Good progress made on TI's policy action on F-gases
- TI to engage on the upcoming review of the EU legislation on Weights & Dimensions

P.6 Calender of Events/News from our Members



Editorial...continued

Airports and air passengers

The Commission hopes to see a plan adopted in the next year to modernise airport management, notably on slots, groundhandling and noise emissions. In parallel, it is about to announce a package to clarify air passenger rights and obligations of their carriers. Moreover, it will soon present ideas to ensure that air traffic management is harmonised in Europe, in order to achieve the Single European Sky (SES) programme.

As you can see, road transport is not the only concern of Commissioner Kallas who will do his best to achieve agreements between the EU countries and Members of the European Parliament before the summer 2014 elections that will see a change in the European Parliament and Commission team.

With best wishes,
Russell Patten
TI Secretary General

Summary report of TI's first 2013 meetings

On 19-20 February, the three TI organs and the CCT Working Group on multi-temperature issues held its first meetings in 2013 to discuss a variety of important topics.

Executive Committee meeting

The EC welcomed the progress TI is making on the F-gas and the Weights and Dimensions dossiers and called upon the FCI and CCT to maintain their good work and cooperation.

The Lyon AGM mandated the EC to review one final round of comments on the statutes. This has been done now and the document will be sent out to national associations for final approval. No further comments will be taken into account for this revision round. The EC is closing the 2012 finances of TI, and there were no major issues with the figures that will be submitted to the members for approval before June this year.

The EC is supporting Transfrigoroute Slovenia in the preparation of the 2013 TI AGM and will be holding its next meeting on site in Portoroz. The EC would also like to remind all members that the 2013 AGM will see elections for the CCT, FCI and EC and encourages them to start considering nominating members who have the capacity and the willingness to get involved.

CCT working group on multi-temp tool and Management Committee meetings

From an internal perspective, the CCT is finalising its work on a multi-temperature calculation tool which will enable both the industry and the test stations to ensure the correct application of the ATP rules by a common and standardised methodology. At the same time, the CCT decided to stall the project on the development of an energy savings calculation tool due to financial reasons.

Beyond that the CCT has prepared a draft letter to express concerns regarding the application of the PIEK Regulation to UNECE. The letter will be amended according to members' feedback.

Furthermore, the CCT will provide input as TI representative to the international discussions around K-values and the regulation of the ATP certificates taking place at the IIR Working Group CERTE and at the UNECE Working Party for Perishable Foodstuffs.

Last but not least, in view of the upcoming EU review on Weights and Dimensions, the CCT will provide the FCI with its technical advice to contribute forming a TI position on this issue. The CCT will prepare a study which will demonstrate the beneficial effects of granting more flexibility in dimensions for refrigerated trucks.

FCI Board meeting

The FCI had an open exchange of views on how to make the FCI and TI more attractive as a whole to hauliers. There was broad consensus that the FCI needed to offer practical solutions to operators. It was emphasised that members needed to put forward ideas on concrete contents and projects and – with the support of the Secretariat – be willing to work on these to make this happen.

An exchange of views on topics for the next AGM led to three potential thoughts: the role of corridors in transport, client relationships in times of social media, and education and recruitment.

AGM 2013— Tr. Slovenia getting ready to welcome TI

This year's Annual General Meeting of Transfrigoroute International from 19-20 September in Portoroz, Slovenia, provides our association and our business sector with the opportunity to explore the roads and hospitality of a TI member coming from Central Eastern Europe. Hosting national association Transfrigoroute Slovenia is working with the support of TI on the preparations for the AGM to organise a great conference with a sparkling programme in a fantastic location on the Adriatic coast.

Format of the 2013 Annual General Meeting

The two-day conference will provide all members with the opportunity to discuss the status quo and future strategies on the most important themes for the temperature-controlled transport sector from an internal association and external business' perspective.

Hence it is planned to hold the Statutory Meetings of the Executive Committee, the CCT Management Committee and the FCI Board on the first day. Responding to the feedback from our members, the Statutory Meetings on the Thursday will subsequently take place in order to provide all members with the opportunity to attend other meetings as guests .

The Delegates' Assembly as well as the Joint FCI/CCT meeting with panel discussions on highly topical issues and speakers from politics, business and academia will be organised on the second day.

Again following a number of comments from several TI members, more time will be allocated to the Delegates' Assembly in order to ensure that all members are able to raise and address key issues to be debated in the plenary assembly of our association.



Impressions of the location for the TI 2013 AGM venue.

© Hotel Kempinski Palace Portoroz, 2013.

Heads-up: Elections taking place this year!

The term of office of the current teams in all three TI organs is going to end at the 2013 AGM. Thus, at this year's Delegates' Assembly TI members will elect a new Executive Committee, CCT Management Committee and FCI Board.

For the purpose of the elections, all members will receive electronically information on the election procedure regarding nominations, presentation and vote in due time.

It is very important for TI to have the young experts from the national groups on board in the official TI organs in order to continue and develop further the long standing tradition and work ethic of the association.

Venue of the Conference

Aside from an engaging and interesting programme, all participants of the 2013 AGM in Slovenia will enjoy a fantastic location.

The venue of the conference will be the five star Hotel Kempinski Palace Portoroz directly located in the centre of the city and a stone's throw away from the Adriatic Sea.

More information on the AGM programme, sponsoring and registrations will follow soon and will be sent to all national associations.

Frigriscope - Regulatory update

Good progress made on TI's policy action on F-gases

On 20 February, the FCI and the CCT held common meetings to discuss topics of common interest – among others TI's position on F-gases. During this meeting good progress was made to equip TI with the necessary messaging to reach out effectively to the European institutions, and to make sure that the voice of the temperature-controlled road transport sector is heard in the F-gas debate.

It is often said that one of TI's strength is that it reunites both the industry and the transporters under the same umbrella. This was once again the case at the end of February. After a few months of intense preparation by a joint task force on F-gas, composed of 4 CCT and 3 FCI members, a larger group met to finalise TI's position.

Identified threats

After lengthy analysis, the potential threats have been identified. These include four aspects: the scope and the legal basis, the impact on transporters, the lack of drop-in solutions, and the ban on pre-charged equipments.

Scope and legal basis

The original Commission text does not include vans, a major gap in terms of environment, and has a legal basis which allows some Member States to go further than others, a major issue for a mobile industry.

Threats for transporters

The proposal foresees a service ban for all equipment – this in turn could lead to dramatic consequences for transporters who will no longer be able to use their existing equipment.

Lack of drop-in solutions

The text assumes that a drop-in solution will be ready by the time the bans kick in – yet this cannot be assumed with certainty. Most of the alternatives currently used come with certain safety risk and efficiency costs. No one knows if anything will be ready in time.

Ban on pre-charged equipment

The text foresees a ban on the pre-charging of equipment, which could lead to a reduction in safety, energy efficiency and performance of cooling equipment.

TI call to action

During the meeting, members agreed on the following calls to action to put forward to Member States and the Members of the European Parliament:

1. Ensure that transporters will be able to use the equipment they acquired prior to 2020 until the end of their lifecycle – based on the ATP agreement, this last 12 years, but this lifetime can last longer depending on the actual usage of the equipment;
2. Ensure that pre-charging equipment will still be possible as the proposals might be functional for stationary refrigeration, but less so for mobile equipment; and
3. Ensure transition times are long enough to allow the industry to come up with a viable drop-in solution and/or alternative – ideally the phase down should start in 2025 to develop and accelerate the development of alternative technologies.

Institutional developments make TI action necessary

In the meantime, the European Parliament rapporteur Bas Eickhout has published his draft report. The report will still undergo many changes as other MEPs will submit other amendments and vote on it by 18 June.

So far, the text contains the following measures:

- **Legal basis:** remains unchanged;
- **Scope:** Vans included in the scope of the regulation;
- **Service ban:**
 - GWP has gone from 2,500 to 2150;
 - Deadline has been moved forward from 2020 to 2015;
 - F-gases with GWP 2150 or more to service can only be used when they have been recovered from other equipment within the Union;
- **Pre-charged ban:** No changes (the rapporteur announced that he would not touch the issue and further work with shadow rapporteurs before amending anything); and
- The **ban to place mobile refrigeration equipment** (except fishing vessels) on the market as of 1 January 2025.

This shows that there is a lot of work to do for TI and busy months lie ahead of us.

Frigriscope - Regulatory update

TI to engage on the upcoming review of the EU legislation on Weights & Dimensions

At the joint meeting of the FCI Board and the CCT Management Committee on 20 February, TI members have also discussed the review process the EU undertakes on its legislation on weights and dimensions and agreed on TI's next steps in this issue. In March, the European Commission is expected to table the proposal to revise Directive 96/53/EC on weights and dimensions to allow for more flexibility in vehicles used in international transport. The current rules date almost two decades back and the new proposal will aim to adapt legislation to today's changed reality in transport business.

Brief overview on status quo

At the beginning of 2011, the European Commission announced in its White Paper on Transport that it would revise the Directive on Weights & Dimensions.

Objectives of the revision are threefold:

1. Improve energy efficiency and overall CO2 performance of vehicles through adjusting provisions on aerodynamics and weights;
2. Promote intermodal transport; and
3. Enforce better controls and application of harmonised standards.

Following the 2011 announcement, the Commission asked for stakeholders' input through a public consultation in February 2012 in which TI participated by providing its expertise to the EU officials.

Now the Commission has completed the internal assessment procedure which took into account the feedback provided by stakeholders in the consultation, and it will publish in March 2013 the revised proposal. The proposal will then be discussed in the European Parliament and the Council which will provide TI with opportunities to advocate for changes in the draft proposal.

An outlook on expected main changes

A copy of the latest draft of the Commission's proposal was leaked to TI and discussed by TI members at the February meetings in Brussels. The main changes of the revised proposal are as follows:

- On energy efficiency, the Commission plans to allow up to one more tonne in weights for electric and hybrid vehicles. Up to two metres more length should be allowed to accommodate aerodynamic devices.
- On intermodal transport, the Commission envisages increasing the overall weight limit up to a total of 44 tonnes, while there will be

between 12-15 centimetres more length allowed. The idea behind this is to provide for better compatibility with 45' containers in order to facilitate intermodal transport.

- On enforcement, there will be an EU-wide harmonised control system put in place in order to enhance common standards across all Member States.

TI will advocate flexibility in dimensions and insulation

Reacting to the leaked draft proposal, TI members welcomed the review as an opportunity to adapt outdated legislation to the current transport reality. Following the discussion of the main changes introduced by the revised proposal, it became clear that it will be important for TI to continue to be involved in the review process.

First and foremost, TI will need to ensure that the current derogations applying to the ATP units will be maintained in future legislation. In addition, participants were critical of the apparent failure in the proposal to distinguish between in front and back aerodynamic devices. The Commission should also be informed that for sustainability purposes flexibility in dimensions should not be limited to aerodynamic devices only.

A key point put forward in the internal discussion, not considered by the Commission, was that more flexibility in the insulation provisions would help to improve vehicles' performance which in turn would contribute to reduce fuel consumption and also increase road safety.

Therefore the FCI and the CCT will work together to incorporate these comments in an updated version of its position paper in order to be prepared for continued engagement with the EU institutions in view of the imminent published proposal.

Calendar of 2013 events

Event	Organiser	Venue
2013		
22 March: EC Meeting	TI	Portoroz, SI
26-29 March: Tr. France at the Eco Transport & Logistics	Eco T&L	Paris, FR
28 March: 9th IRU International Road Transport Conference	IRU	Moscow, RUS
02 April: IIR CERTE Meeting	IIR	Paris, FR
02-04 April: 2nd IIR International Conference on Sustainability and the Cold Chain	IIR	Paris, FR
12 April: IRU General Assembly	IRU	Geneva, CH
04 June: CCT Management Committee, FCI & EC Meeting	TI	Brussels, BE
19-20 September: TI Annual General Meeting	TI/Tr. Slovenia	Portoroz, SI
24-26 September: 5th Cool Logistics Global Conference	Cool Logistics	Rotterdam, NL
08-11 October: Working Party on the Transport of Perishable Foodstuffs (69th session)	UNECE	Geneva, CH

Transfrigoroute France very active on green transport



At this year's edition of the Eco Transport Logistics conference, taking place from 26-29 March in Villepinte (FR), Transfrigoroute France will participate with a strong delegation of eight participants.

Transfrigoroute France will be present at the International Exhibition for Green Logistics & Transport Technologies, which takes place for the third time, with a stand to demonstrate its work on green transport. The exhibition is organised alongside the SITL Logistics Solution Trade Show.