

# Frigoríscope



News from Transfrigoroute International – Issue 16 – May 2013

## Editorial—Back from Slovenia

Dear Readers,

Welcome to this new edition of TI's newsletter, that comes as always with its share of TI news, updates on EU political dossiers and a calendar of future events.

I hope that you will like this month's cover picture that shows the complete TI Executive Committee team, together with the Brussels and Slovenian secretariats standing in front of the beautiful scenery offered by the 2013 AGM location.



*TI together with Transfrigoroute Slovenia is looking forward to welcoming you at this year's AGM in Portoroz, Slovenia!*

Every year we are impressed by the locations our national associations manage to find for our AGMs, and this year is no exemption. I advise you all to plan your

stay as early as possible in order to be able to enjoy Portoroz and the quality programme that is being put together.

I would also already like to thank the first companies that have offered to sponsor the event and whose names will be made public soon. In the meantime, if you would like to know more about the possibilities to advertise your company or your products at the AGM you should quickly contact the secretariat.

On a completely separate matter I would like to congratulate all TI members for the adoption of the revised TI Statutes that happened in April. It will give us a strong basis for the elections that will be taking place at the AGM. While it appears that most of the current Executive Members will be candidates for their own succession there is still one vacant seat and the more candidates the better! A call for candidates will be issued soon but National Associations should already be thinking of how they can contribute to the EC, FCI or CCT activities and membership in the future.

I hope you will enjoy reading this Frigoríscope and look forward to seeing you again in Brussels or in Slovenia.

With best wishes,

Russell Patten  
TI Secretary General

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## EC visit of the AGM venue—Portoroz, Slovenia

On 22 March, the TI Executive Committee (EC) held its meeting at the venue of the TI AGM in Portoroz, Slovenia. Aside from dealing with several important internal topics such as the upcoming TI elections, the EC spent also some time to explore the venue of this year's AGM and to discuss the programme and structure of the meetings.

### Review of TI's internal progress

The EC noted the good collaboration between the CCT and the FCI on the F-gas dossier. There has been continued work from both sides and TI has prepared to meet with key decision makers involved in the dossier.

On the weights and dimensions dossier, the FCI finds it harder to get input and involvement from members, which makes it challenging TI to come out with a joint position.



*The EC at work during the morning session of its day long meeting at the Kempinski Hotel.*

The Secretariat informed the EC that the proposal to revise the TI statutes had been circulated to all national associations. In the meantime, the statutes have been approved and are now on their way to official registration in Belgium.

### AGM news

The EC welcomed the progress made in organising the Portoroz AGM and discussed the drafts for the programme, registration forms and sponsoring offer.

It was agreed together with Transfrigoroute Slovenia that the theme of this year's AGM should be "East-West Connections". Transfrigoroute Slovenia explained its



*Networking & promotional areas.*

intention to enrich the variety of TI members by inviting external guests from Russia, Belarus, Ukraine, Latvia, Lithuania, Estonia, the countries of the Balkan Region and Turkey.

Following the thematic and programme discussion, the EC did a tour throughout the Hotel to visit the various rooms and sites where the meetings of the AGM will be held.

The AGM will take place on 19-20 September, with the Thursday devoted to internal meetings and the Friday dedicated to discussions around relevant policy topics.



*The location for the General Assesmbly.*



### F-gas: the biggest environment policy dossier in town?

*The F-gas dossier continues to be a discussion which is subject to agitated discussions. Whilst discussions are making process in both the Council of the European Union, representing the Member States' governments, and the European Parliament, it is time to take stock of the advances of discussions and to look at whether the discussion are going into a favourable discussion for TI.*

#### European Parliament: transport sector appears to be excluded from service ban

In the European parliament, two committees are currently debating the issue: the Environment (ENVI) committee which has the lead on the dossier and the transport committee (TRAN), which is giving an opinion.

In a nutshell, the ENVI committee:

- Is in favour of a phase-down to incorporate the impact of bans:
- Supports the service ban as of 2017, however only for applications with a bigger charging of 40 t CO2 equivalent – in other words, transport is excluded from this service ban!
- Are open to negotiate pre-charged bans if Council proposes an alternative but will not tackle the issue themselves.

Furthermore, and these are clearly good news, there is a clear tendency in the TRAN committee of trying to reduce the impact on the transport sector – MEPs indeed seem to appreciate the nature and difficulties of the temperature-controlled transport sector. Indeed, in discussions, most MEPs put forward several points favourable to TI's concerns, such as the lack of unsuitability of pre-charged bans for the transport industry. Moreover, the Transport committee is likely to introduce further safeguards for transporters allowing them to use their equipment until 2030 in order to make sure that newly acquired equipment does not lose its value and also to make sure that alternatives are available before there is a ban.

#### Council of the EU: question mark over pre-charging ban

As opposed to the European Parliament, the Council members are very concerned about both administrative burden and costs for national authorities. Most importantly, the Council rejects the Commission proposal for pre-charged bans and Ireland is currently working on an alternative. Given that the Parliament

has no strong opinion on this issue but is likely to use this stipulation for 'horse-trading', it remains to be seen what will happen on this dossier once we move into the trilogues (informal meetings between Commission, Parliament and Council to find a compromise).

#### Looking ahead – many uncertainties

Looking ahead, many notable developments are ahead of us. The Transport committee will vote on 30 May while the Environment committee will vote on 19 June. After the Summer break, we can expect the first trilogues to start and if these run smoothly a definitive vote on the dossier by the end of the year.

Given the many open questions, the many different interests at stake and the many different political sensibilities (due to upcoming elections), the outcomes remain difficult to predict. However, given what seems to be a first understanding of the issues the temperature-controlled transport sector is facing, one can be cautiously optimistic.



*Gilles Pargneaux (S&D, France), rapporteur in the TRAN committee*

*NB: The transport committee has voted on the dossier on the day of publication and the outcomes are very positive. The Secretariat will now carry out a more thorough review and send this to members.*

## Frigriscope - Regulatory update

### European Commission tackling emissions from refrigeration units as part of non-road mobile machinery

The European Commission has launched a revision process regarding Directive 97/68/EC with the aim to reduce CO<sub>2</sub> emissions from non-road mobile machinery (NRMM) engines. Refrigeration units with an own engine installed in a commercial vehicle fall as “secondary engines” under the scope of this Directive. TI has contributed to the stakeholder consultation pointing out to EU decision-makers that business development and sustainable innovation can go hand in hand—if policymakers contribute their share!

#### Targeting CO<sub>2</sub> emissions from refrigeration units

While the NRMM [Directive 97/68/EC](#) is *per se* not a law directed at the transport sector, it is very relevant for all TI members: The NRMM legislation regulates certain technical aspects of refrigeration units with an own engine which are also installed in commercial vehicles.

The revision process of non-road mobile machinery (NRMM) — yet another example of the EU’s political will to reduce climate change impact, improve energy efficiencies and boost sustainable development — aims at reducing CO<sub>2</sub> emissions from these engines.

Hence, this means for industry that they will need to ensure that new engines comply with any new emissions limits in order that they can be placed on the market.

From a transporters’ point of view it is important to make sure that its fleet complies with any new technology standards.

#### TI outlines clear expectations vis-à-vis revision

To launch the revision process, the European Commission has undertaken a stakeholder consultation in the beginning of the year. Under the lead of CCT members, [TI’s initial position](#) was formulated and submitted to the European Commission in April this year. Below is a summary of the key points of the TI position paper:

- TI has welcomed the revision of Directive 97/68/EC with the objective to reduce CO<sub>2</sub> emissions from all engine sources, also stemming from the transport.

- It is positive for business and environment that the EU seeks to align its engine types standards with international norms in the USA and Japan. This could create a common transatlantic market place for mobile refrigeration equipment.

- However, it will be critical to ensure a fast and economically feasible alignment between different standards. A major barrier turns out to be the rigid weights & dimensions rules in the EU.

- Therefore, TI has called on EU decision-makers to amend technical provisions on the dimensions of trucks and trailers in existing EU legislation which are currently also undergoing a review. This will allow for the rapid market introduction of

technologically advanced and cleaner off road diesel engines which meet new EU emission limits.

#### Continued monitoring and active TI engagement in future discussions

Following the written consultation phase, two TI representatives attended a Commission meeting in May which informed about the preliminary results of the stakeholder consultation and the way forward in the revision process.

After concluding the impact assessment, the Commission will publish the legislative proposal before the end of this year. Then discussions in the European Parliament and the Council will start.

TI will remain actively engaged on the topic, led by the CCT on this issue, and in the next few months will continue to refine its position and make the voice of refrigerated transport business heard in the EU arena.



The 2011 strategy paper by the European Commission – the so-called “White Paper on Transport” – defined for the EU’s transport sector the objective to reduce overall greenhouse gas emissions by 60% until 2050.  
Photo: © VolvoTrucks.com, 2013.

## Frigriscope - Regulatory Update/ News from our members

### Quarrels about possible cabotage liberalisation in the EU

*The on-going issue of a future road cabotage liberalisation enabling hauliers to deliver freight between two cities of an EU Member State in which they are not established in, continues to generate a heated debate in EU-Brussels. The European Commission is expected to publish a legislative proposal by the end of the summer 2013, probably advocating further opening of the cabotage market to a certain degree.*

#### No easy ride for Transport Commissioner Kallas

In May, two studies on hauliers' working conditions and the development of [cabotage](#) in the EU have raised more dust on the contested issue of cabotage liberalisation in the Brussels arena. Both studies have criticised that increased cabotage due to the arrival of the 'new' EU12 hauliers coming from Central Eastern Europe has worsened employment and working conditions of the 'old' EU15 drivers. In contrast, EU Transport Commissioner Siim Kallas has made no secret of being rather in favour of further opening up the cabotage market in the EU.

However, several voices in the Council and in the European Parliament criticise Commissioner Kallas for his liberalisation campaign. A number of Member States as well as Members of the European Parliament want to protect the social policy standards in the transport sector. In view of the inter-institutional discussions around the dossier, this may constitute an key diverging issue between Member States, Members of the European Parliament and the European Commission. In addition, the European Transport Workers' Federation has also demanded Mr Kallas to place higher emphasis in the legislative proposal on a better enforcement of rules and a simplification of regulations instead of focusing on the liberalisation of the market.

#### Next steps

The services level of the European Commission is preparing under the lead of Mr Kallas a legislative proposal to change EU legislation on the cabotage market. The proposal which is to be published before the Summer recess will broadly follow the policy advocated by the EU Transport Commissioner, i.e. the proposal will seek to further liberalise the cabotage sector in the EU than it is currently the case.

### An insight in Tr. Holland's new Secretary General's life

*At the end of 2013, Anne-Marie Nelck was designated as the new Secretary General of Transfrigoroute Holland. Explaining her current position, she also shared her vision on the future of the Transfrigoroute with us, as well as certain parts of her daily life.*

#### Can you tell us a little about your work?

"Today, I work for Transport en Logistiek Nederland (TLN), the Dutch hauliers organisation and now also as secretary general for Transfrigoroute Holland, as well as a secretary for the segment of distribution transport. I'm also occupied with urban distribution and some economic dossiers."

#### Where do you see Transfrigoroute International and Transfrigoroute Holland in five years?

"I expect that they will share an even more important network together as well as with other lobby organisations for the temperature controlled transport companies. This is because the attention and regulation concerning topics as - for example - sustainability, urban distribution and alternative energy sources, will surely increase in the coming years."

#### How do you enjoy life outside of TLN/Tr. Holland?

"When I am not working, I like to be with my family and friends, have a good meal and lots of fresh air while running or cycling. And I hope to pick up tennis and golf soon, when my 'tennis arm' allows this again. I also like history, travelling and reading a lot."



*First TI experience of Anne-Marie Nelck, Secretary General of Transfrigoroute Holland, at the 2012 TI AGM in Lyon, France.*

# Calendar of events/

## Calendar of Events & Meetings

Event	Organiser	Venue
<b>2013</b>		
<b>04 June:</b> TI Internal Meetings <ul style="list-style-type: none"> <li>Executive Committee (EC) Meeting</li> <li>Joint FCI/CCT Meeting</li> <li>FCI Board Meeting</li> <li>CCT Management Committee Meeting</li> </ul>	TI	Brussels, BE
<b>05 June:</b> TI Internal Meetings <ul style="list-style-type: none"> <li>WG 2 Food Safety and the Cold Chain</li> <li>WG 3 Environmental Savings</li> </ul>	TI	Brussels, BE
<b>13-14 June :</b> <a href="#">UNTF General Assembly</a> <ul style="list-style-type: none"> <li>Discussions on the establishment of the EcoTax</li> <li>Roundtable on “The perspective of the Food Supply Chain”</li> </ul>	UNTF	Rungis, FR
<b>19-20 September:</b> <a href="#">TI Annual General Meeting</a> <ul style="list-style-type: none"> <li>Executive Committee Meeting</li> <li>Joint FCI-CCT Meeting</li> <li>Interactive sessions with international speakers and experts</li> </ul>	TI/Tr. Slovenia	Portoroz, SI
<b>24-26 September:</b> <a href="#">5th Cool Logistics Global Conference</a> <ul style="list-style-type: none"> <li>Annual Networking Reception</li> <li>Practical case studies, round-table brainstorming sessions</li> </ul> <div style="text-align: center;">  </div>	Cool Logistics	Rotterdam, NL
<b>08-11 October:</b> Working Party on the Transport of Perishable Foodstuffs (69th session) <ul style="list-style-type: none"> <li>Annual Meeting of the UNECE WP.11</li> </ul>	UNECE	Geneva, CH
<b>19-23 November:</b> <a href="#">Solutrans Exhibition for the Worldwide Road and Urban Transport Week</a> <ul style="list-style-type: none"> <li>Conferences on road transport issues, heavy duty vehicles, cabotage, road safety issues</li> </ul>	SOLUTRANS	Lyon, FR

Transfrigoroute International is a federation, founded in 1955, whose aim is to promote the development of the transport of temperature-controlled foodstuffs and goods, in solid and in liquid form.



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Sponsor

