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Working Party on the Transport of Perishable Foodstuffs

Seventieth session

Report of the Working Party on the Transport of Perishable Foodstuffs on its seventieth session

held in Geneva from 7-10 October 2014

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance	1-2	4
II. Opening of the session	3	4
III. Adoption of the agenda (agenda item 1)	4	4
IV. Activities of ECE bodies of interest to the Working Party (agenda item 2).....	5-10	4
A. Inland Transport Committee (ITC).....	5-8	4
B. Working Party on Agricultural Quality Standards (WP.7)	9-10	5
V. Activities of other international organizations dealing with issues of interest to the Working Party (agenda item 3)	11-13	5
A. International Institute of Refrigeration (IIR)	11	5
B. Transfrigoroute International.....	12	5
C. European Committee for Standardization (CEN)	13	5
VI. Status and implementation of the ATP (agenda item 4).....	14-21	6
A. Status of application of the Agreement.....	14	6
B. Status of amendments	15-17	6
C. Test stations officially designated by the competent authorities of countries Parties to ATP.....	18	6
D. Exchange of information among Parties under Article 6 of ATP	19	6
E. Exchange of good practices for better implementation of ATP.....	20	7
F. Interpretation of ATP.....	21	7
VII. Proposals of amendments to the ATP (agenda item 5)	22-66	7
A. Pending proposals.....	22-60	7
1. 6- and 9-year ATP tests for non-autonomous equipment	22-24	7
2. Test for in-service multi-temperature equipment	25-28	7
3. Definition of perishable foodstuffs.....	29	8
4. Curtain-sided bodies.....	30-31	8
5. K values of in-service vehicles.....	32-35	8
6. Supply of information on equipment to be tested.....	36-37	9
7. Equipment used for both refrigerating and heating	38-39	9
8. External surface area measurement of panel vans	40-43	9
9. Airflow measurement	44-45	9
10. Corrections to test provisions for multi-temperature equipment	46-47	10
11. Test for single temperature or multi-temperature liquefied gas units.....	48-50	10
12. Distinguishing marks for multi-temperature equipment.....	51-55	10
13. References to and revision of standards	56-60	11

B.	New proposals	61-66	11
1.	Validity of certificates for equipment manufactured for transfer to another country.....	61-63	11
2.	Certification of multi-temperature equipment.....	64	11
3.	Miscellaneous correction proposals	65	12
VIII.	ATP Handbook (agenda item 6).....	67-70	12
A.	Measurement of the external surface area of panel vans	68	12
B.	Calculations for testing of multi-temperature equipment	69	12
C.	Distinguishing marks for multi-temperature equipment.....	70	12
IX.	Scope of ATP (agenda item 7)	71-85	12
A.	Fresh fruit and vegetables.....	71-74	12
B.	Multilateral agreements	75-79	13
C.	ATP for domestic transport.....	80-82	13
D.	Combining annexes 2 and 3.....	83-85	14
X.	Energy labelling, refrigerants and blowing agents (agenda item 8).....	86	14
XI.	Programme of work and biennial evaluation (agenda item 9).....	87	14
XII.	Election of officers (agenda item 10).....	88	14
XIII.	Other business (agenda item 11).....	89-92	14
A.	Dates of the seventy-first session.....	89	14
B.	Other issues.....	90-92	15
XIV.	Adoption of the report (agenda item 12).....	93	15
Annexes			
I.	Proposed amendments to the ATP		16
II.	Corrections to the ATP.....		26
III.	Draft work plan for 2014-2018		27

I. Attendance

1. The Working Party on the Transport of Perishable Foodstuffs (WP.11) held its seventieth session from 7-10 October 2014 with Mr. T. Nobre (Portugal) as Chairman and Mr. E. Devin (France) and Mr. K. de Putter (Netherlands) as Vice-Chairmen.

2. Representatives of the following countries took part in the session: Belgium, Czech Republic, Denmark, Finland, France, Germany, Italy, Latvia, Lithuania, Luxembourg, Morocco, Netherlands, Poland, Portugal, Russian Federation, Serbia, Slovenia, Spain, United Kingdom of Great Britain and Northern Ireland and United States of America. The intergovernmental organization International Institute of Refrigeration (IIR) and the non-governmental organizations International Association of the Body and Trailer Building Industry (CLCCR) and Transfrigoroute International (TI) also took part in the session.

II. Opening of the session

3. The Director of the Transport Division, Eva Molnar, welcomed participants. She invited them to discuss the 150 km rule concerning sea crossings and the exclusion of fresh fruit and vegetables from the ATP, issues that prevented some countries, contracting parties and prospective contracting parties, from taking full advantage of the agreement or readily acceding to it. She also urged WP.11 to discuss its decision-making procedures that some countries felt were hindering the proper development of the ATP.

III. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.11/230
ECE/TRANS/WP.11/230/Add.1

Informal document: INF.1 (Secretariat)

4. The provisional agenda (ECE/TRANS/WP.11/230 and -/Add.1) was adopted as amended by informal document INF.1 to take account of informal documents INF.1 to INF.8. It was decided to discuss document ECE/TRANS/WP.11/2014/11 under agenda item 7 and documents ECE/TRANS/WP.11/2011/16/Rev.3 and ECE/TRANS/WP.11/2014/19 at the beginning of agenda item 5 (a).

IV. Activities of ECE bodies of interest to the Working Party (agenda item 2)

A. Inland Transport Committee (ITC)

Documents: ECE/TRANS/240
ECE/TRANS/WP.11/2014/7

Informal document: INF.7 (Secretariat)

5. WP.11 took note of the results of the seventy-sixth session of the ITC as reflected in paragraphs 81-86 of ECE/TRANS/240.

6. WP.11 was informed that some ITC delegations had criticized the voting procedures used by WP.11 for decision making and felt that they were hindering the proper evolution of the ATP. They had invited WP.11 to assess whether there was a need to reconsider its

decision-making procedures and urged Contracting Parties to refrain wherever possible from making objections to amendments.

7. WP.11 considered the discussion document prepared by the secretariat which reviewed voting practices in other ITC subsidiary bodies and proposed that WP.11 consider amending its rules of procedure to allow decision making by majority vote rather than by unanimous vote.

8. After a long discussion during which several delegations including the Russian Federation expressed their support for the current rules, it was decided to establish an informal working group under the leadership of Belgium to discuss the issue in detail and to report its findings back to WP.11.

B. Working Party on Agricultural Quality Standards (WP.7)

9. WP.11 was informed about the recent work of WP.7 on the development of commercial agricultural quality standards. Further information can be found at the following link: <http://www.unece.org/trade/agr/welcome.html>.

10. The secretariat was invited to contact the secretariat of WP.7 to find out whether the standards for fruit and vegetables included any provisions regarding the temperature control and ventilation of transport or storage equipment.

V. Activities of other international organizations dealing with issues of interest to the Working Party (agenda item 3)

A. International Institute of Refrigeration (IIR)

Informal document: INF.5 (IIR)

11. WP.11 was informed about the results of the meeting of the IIR sub-commission on refrigerated transport held in Padua, Italy on 11 and 12 June 2014. The sub-commission had given its support for proposals to WP.11 on references to standards, calculating the dimensions of panel vans, airflow measurement, corrections to the test procedures for multi-temperature multi-compartment equipment, and 6 and 9 year retesting of non-autonomous equipment. The 2015 meeting of the sub-commission would be held in Portugal on 21 and 22 April.

B. Transfrigoroute International

12. The representative of Transfrigoroute International, Mr. J. Grealy, said that the TI software for the dimensioning of multi-temperature equipment would be made available, upon registration, on its website for all ATP competent authorities and test stations. He also mentioned the introduction of new refrigerants in the European Union and questioned whether drop-in replacements would be made available to the industry. Transfrigoroute International supported the development of the new standards by CEN but stressed that they should not contradict the ATP.

C. European Committee for Standardization (CEN)

13. The representative of Germany informed WP.11 about the status of work on the development and revision of CEN standards relating to temperature controlled land

transport. When asked how these standards were likely to affect the future development of the ATP, he explained that they were complementary and that the standards also covered distribution activities, national transport and products other than foodstuffs.

VI. Status and implementation of the ATP (agenda item 4)

A. Status of application of the Agreement

14. The number of Contracting Parties to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) remained at 48.

B. Status of amendments

15. WP.11 was informed that the amendments to ATP adopted by WP.11 at its 68th session in 2012, and contained in Annex I to the report of that session (ECE/TRANS/WP.11/226), were considered accepted on 13 May 2014 and would enter into force on 13 November 2014 (see C.N.254.2014.TREATIES-XI.B.22).

16. Corrections to the ATP adopted at the 69th session of WP.11 in 2013 (see ECE/TRANS/WP.11/228, Annex II) were effected on 2 April 2014 (C.N.208.2014.TREATIES-XI.B.22).

17. Proposed amendments to the ATP adopted at the 69th session of WP.11 in 2013 (ECE/TRANS/WP.11/228, Annex I) were notified to ATP Contracting Parties by the United Nations Treaty Section on 31 December 2013 (C.N.1049.2013.TREATIES-XI.B.22). On 28 March 2014, the Government of Germany, in accordance with Article 18 (2) (b) of the ATP, informed the Secretary-General that although it intended to accept the proposals, the conditions for such acceptance were not yet fulfilled (C.N.129.2014.TREATIES-XI.B.22). As a consequence, the amendments adopted at the 2013 session of WP.11 would be deemed accepted only if, before the expiry of a period of nine months following the initial notification period of six months, the Government of Germany did not notify an objection to the proposed amendments.

C. Test stations officially designated by the competent authorities of countries Parties to ATP

18. The current updated list of competent authorities and test stations appears at the following web link: <http://www.unece.org/trans/main/wp11/teststations.pdf> and had been updated with contact information for the competent authorities of Albania, Azerbaijan, Bosnia and Herzegovina, Bulgaria, Republic of Moldova, Romania and the former Yugoslav Republic of Macedonia.

D. Exchange of information among Parties under Article 6 of ATP

Document: ECE/TRANS/WP.11/2014/6 (Secretariat)

19. WP.11 thanked the 18 countries that had provided data in response to the questionnaire on the implementation of ATP in 2013 and stressed that it was mandatory to have information from all ATP contracting parties and that it was a means of harmonizing implementation of the agreement.

E. Exchange of good practices for better implementation of ATP

Document: ECE/TRANS/WP.11/2014/6 (Finland)

20. WP.11 thanked the representative of Finland for highlighting the good practice of organizing annual training sessions for staff of ATP testing stations concerning the latest amendments to ATP and urged other countries to provide their examples of good practices in future.

F. Interpretation of ATP

Document: ECE/TRANS/WP.11/2014/5 (Secretariat)

21. WP.11 discussed the text of paragraph 1 of article 3 according to which ATP is applicable even when the goods are loaded in the territory of a non-ATP contracting party and unloaded in the territory of an ATP contracting party and not just for transport between two contracting parties. Several countries confirmed their application of that provision and it was also stated that there had been no practical problems associated with it. The Chairman invited countries to submit a document to the next session if they wished to further develop the discussion on this issue or other matters for interpretation.

VII. Proposals of amendments to the ATP (agenda item 5)

A. Pending proposals

1. 6- and 9-year ATP tests for non-autonomous equipment

Document: ECE/TRANS/WP.11/2011/16/Rev.3 (France)

22. France stated that it had modified its proposal to take into account comments made at previous sessions. Some speakers questioned whether idling speeds were routinely provided by vehicle manufacturers and the case of electronically regulated engines was raised. The representative of France said that these situations were addressed in the proposal by the use of the words "(when applicable)" with regard to the idling speed.

23. Recognising that the proposal was ready for adoption with some modifications, an informal working group made up of France, Germany and other interested delegations under the leadership of the Netherlands was invited to prepare a revised proposal for consideration before the end of the session.

24. The voting on the revised proposal was 6 in favour (France, Italy, Netherlands, Poland, Spain and United Kingdom) and 1 against (Germany). France was invited to submit the revised proposal at the next session.

2. Test for in-service multi-temperature equipment

Document: ECE/TRANS/WP.11/2014/19 (France)

25. The proposal was based on the testing method for mono-temperature independent mechanically refrigerated equipment with the addition of a test for the reversibility of compartments that made it possible to limit the length of the test while maintaining its relevance.

26. One delegation considered that the proposal could be simplified and that more work was necessary to make it clear to users. Another delegation commented that there were no

provisions on the airtightness of the body and that the possibility of certifying in-service multi-temperature equipment had not yet been added to ATP.

27. Observing that a test for such equipment would be required within a few years, the Chairman asked an informal working group made up of France, Germany and other interested delegations under the leadership of the Netherlands to revise the proposal for adoption during the session.

28. The voting on the revised proposal was 8 in favour (Belgium, Finland, France, Netherlands, Poland, Portugal, Spain and United Kingdom) and 1 against (Germany). France was invited to submit the revised proposal at the next session.

3. Definition of perishable foodstuffs

Document: ECE/TRANS/WP.11/2014/12 (Russian Federation)

29. The proposal to add a definition to article 3 of the ATP was not accepted but there was general agreement that adding a definition in a comment in the ATP Handbook would be useful. The Russian Federation was invited to make a proposal for the next session.

4. Curtain-sided bodies

Document: ECE/TRANS/WP.11/2013/17, part II (Netherlands)

30. The proposal to prohibit the certification of all curtain-sided bodies under the ATP had the strong support of CLCCR which felt it was important in creating a level playing field for the body building industry. It was questioned whether the proposal also included internal dividing walls and folding or roller doors.

31. A revised proposal prepared during the session to address the concerns raised was approved unanimously (see annex I).

5. K values of in-service vehicles

Document: ECE/TRANS/WP.11/2014/9 (Germany)

Informal document: INF.2 (Transfrigoroute International)

32. Germany considered that K values for small insulated bodies could not be equated with those for large semi-trailers and that an annual ageing coefficient of 5% meant that semi-trailers could not meet the K values defined in the ATP after 6 years. Others argued that increasing K values would reward bad manufacturers and questioned the validity of the ageing coefficient of 5% quoted in the document. The CLCCR also questioned the 5% ageing coefficient and said that the discussion should be based on real data. Some delegations indicated that there was equipment that kept a K value below 0.4 while ageing.

33. It was acknowledged that any change in K values could only be considered on the basis of a comprehensive scientific study which took account of data from testing stations.

34. WP.11 agreed to establish an informal working group composed of France, Germany, Italy, Portugal, Spain, CLCCR and Transfrigoroute International with the support of the IIR sub-commission on refrigerated transport to conduct such a study. France offered to lead the work of the group.

35. The voting on the proposal by Germany to change the provisions in ATP for K values of in-service equipment was 3 in favour (Germany, Poland and United States) and six against (Denmark, France, Italy, Netherlands, Portugal and Russian Federation).

6. Supply of information on equipment to be tested

Document: ECE/TRANS/WP.11/2014/17 (Netherlands)

36. WP.11 discussed the revised proposal submitted by the Netherlands requiring manufacturers to supply more information on the construction of insulated bodies and thermal appliances. It was stressed that some of the information should remain confidential and should be confined to the testing station and that the proposal reflected current practices by test stations. Germany was of the opinion that the responsibilities of manufacturers were already laid out in European Union legislation.

37. The voting was 13 in favour of the proposal (Czech Republic, Denmark, France, Italy, Luxembourg, Morocco, Netherlands, Poland, Portugal, Russian Federation, Serbia, Spain and United Kingdom) and one against (Germany).

7. Equipment used for both refrigerating and heating

Document: ECE/TRANS/WP.11/2014/13 (Russian Federation)

38. WP.11 adopted the provisions for equipment which could be used for both refrigerating and heating. The proposal provided a single test for equipment that currently had to undergo two separate testing procedures and have two certificates (see annex I).

39. The voting was 8 in favour of the proposal (Denmark, France, Germany, Luxembourg, Poland, Portugal, Russian Federation and United Kingdom) and none against.

8. External surface area measurement of panel vans

Document: ECE/TRANS/WP.11/2014/14 and Corr.1 (United Kingdom)

Informal document: INF.4 (United Kingdom)

40. The proposal presented three alternative methods for calculating the external surface area required for testing the K value and was intended for inclusion in annex 1, appendix 2, paragraph 1.2. The three methods had been tested on a panel van in the United Kingdom and the results were presented in Informal document INF.4.

41. The drawings would be included in the ATP Handbook and references to the ATP Handbook in the proposal for the ATP itself would be deleted. The Russian Federation said it would develop the proposal for railway wagons.

42. The secretariat was requested to prepare a revised version of the proposal taking account of the comments made that would be considered for adoption later in the session.

43. The voting on the revised proposal was 5 in favour (France, Italy, Poland, Portugal and United States) and 1 against (Germany). In explanation of its vote, Germany said that elements of the proposal were still missing such as required amendments for the model test report.

9. Airflow measurement

Document: ECE/TRANS/WP.11/2014/15, part A (United Kingdom)

44. WP.11 adopted the provisions making airflow measurement obligatory in the ATP (see annex I).

45. The voting was 10 in favour of the proposal (Denmark, Finland, France, Germany, Italy, Poland, Portugal, Spain, United Kingdom and United States) and none against.

10. Corrections to test provisions for multi-temperature equipment

Documents: ECE/TRANS/WP.11/2014/1 and 2 (Finland)

46. WP.11 adopted the correction to 8.3.1 which currently referred to "the heat loss through the internal dividing and outer body walls" (see annex II).

47. WP.11 also adopted the correction to the provisions in 8.3.2 which currently allowed a lower nominal refrigerating capacity for multi-temperature equipment than for single compartment equipment (see annex II) and agreed that both proposals should undergo the faster 90-day adoption procedure for corrections.

11. Test for single temperature or multi-temperature liquefied gas units

Document: ECE/TRANS/WP.11/2014/16 (France)

48. France outlined its revised procedure for measuring the capacity of single temperature or multi-temperature refrigeration units using liquefied gas to provide the source of cold. It was commented that these vehicles had existed for a long time.

49. The voting on the proposal was 1 in favour (France) and 2 against (Germany and Netherlands).

50. France was invited to prepare a revised proposal for the next session but the representative of France said that to do so he needed concrete comments from other countries.

12. Distinguishing marks for multi-temperature equipment

Documents: ECE/TRANS/WP.11/2014/8, part A (Portugal)
ECE/TRANS/WP.11/2014/10, para. 10 (Germany)
ECE/TRANS/WP.11/2014/22 (France)

51. The documents submitted by France and Portugal proposed a distinguishing mark with the classification code for each compartment. The proposal by Germany consisted of adding the letter "M" to the classification for the compartment with the highest ATP class.

52. Germany argued that most multi-temperature equipment had moveable bulkheads so the classification was likely to change often. A criticism of the German proposal was that it required calculations and a sketch attached to the certificate.

53. A number of countries stated that the German approach had the benefit of being easily understood but in support of the more detailed proposal others argued that if the ATP plate could really be considered as equivalent to the certificate of compliance, that detail was essential.

54. A vote revealed that 5 countries favoured the German proposal (Finland, Germany, Netherlands, Poland and United States) whereas 3 countries favoured the more detailed proposals (France, Italy and Portugal).

55. It was stressed that an approved marking was urgent because multi-temperature equipment was being used currently without harmonized markings.

13. References to and revision of standards

Documents: ECE/TRANS/WP.11/2014/18 (Netherlands)
 ECE/TRANS/WP.11/2014/20 (France)
 ECE/TRANS/WP.11/2014/15, part B (United Kingdom)
Informal document: INF.3 (Russian Federation)

56. The Netherlands had presented a document at the last session arguing that if a reference was made to a standard in the ATP the contents should be checked for conflicts with the ATP. His document this year was intended to facilitate further discussion on the use of standards in ATP.

57. It was agreed that standards contained detail that would be difficult to include in the ATP itself although the Russian Federation suggested as one possible option that instead of adding references to standards in the ATP the provisions they contained could be added. This was because not all ATP contracting parties were members of AMCA or even of ISO. It was also agreed that standards should be dated.

58. As a compromise position, it was agreed to replace national standards in the ATP by ISO standards although the AMCA standards should be retained until replacements were found.

59. The documents by France, the Russian Federation and the United Kingdom proposed to delete national or obsolete standards. The proposal was put to the vote and adopted unanimously (see annex II).

60. The Russian Federation would prepare a proposal on standards for the next session in cooperation with France and the Netherlands.

B. New proposals

1. Validity of certificates for equipment manufactured for transfer to another country

Document: ECE/TRANS/WP.11/2014/21 (France)

61. The proposal was to authorize the issuance of certificates valid for three months and which could be renewed only once for equipment manufactured for transfer to another country. France argued that this complemented the decision taken two years ago to allow a six-month validity for provisional certificates in annex 1, appendix 1, paragraph 3 (b) which would enter into force on 13 November 2014.

62. It was stated that issuing certificates valid for six years for equipment manufactured for transfer to another country was against the terms of the ATP and created unfair competition.

63. The voting was 8 in favour of the proposal by France (Belgium, Denmark, France, Italy, Morocco, Portugal, Spain and United Kingdom) and 1 against (Germany).

2. Certification of multi-temperature equipment

Document: ECE/TRANS/WP.11/2014/10 (Germany)

64. The proposal was not discussed since other basic elements of the document had not been adopted.

3. Miscellaneous correction proposals

Document: ECE/TRANS/WP.11/2014/3 (Secretariat)

65. WP.11 requested the secretariat to submit a revised document for the next session taking account of comments made and to make it available for the next meeting of the IIR sub-commission on refrigerated transport.

66. WP.11 invited the secretariat to send the proposed amendments it had adopted which were contained in annex I to the present report as well as the corrections in annex II to the United Nations Treaty Section for official notification to ATP contracting parties.

VIII. ATP Handbook (agenda item 6)

67. WP.11 was informed that the latest version of the ATP Handbook could be found on the Transport Division website in English, French and Russian at the following link: http://www.unece.org/trans/main/wp11/atp_handbook.html. The secretariat was invited to work on improving the presentation of the Handbook, for example by including a cover page.

A. Measurement of the external surface area of panel vans

Document: ECE/TRANS/WP.11/2014/14 (United Kingdom)

68. The proposal was not examined because corresponding amendments for the ATP itself had not been adopted.

B. Calculations for testing of multi-temperature equipment

Document: ECE/TRANS/WP.11/2014/10 (Germany)

69. The proposal was not discussed since a related proposal to amend the ATP itself had not been adopted.

C. Distinguishing marks for multi-temperature equipment

Documents: ECE/TRANS/WP.11/2013/8, part B (Portugal)

70. The proposal was not discussed since a related proposal to amend the ATP itself had not been adopted.

IX. Scope of ATP (agenda item 7)

A. Fresh fruit and vegetables

Informal document: INF.6 (Secretariat)

71. WP.11 discussed the proposal by the ITC that WP.11 "consider the possibility of extending the scope of the Agreement to fresh fruit and vegetables". It also took note of the concerns expressed by Algeria, Jordan, Morocco and Tunisia reflected in Informal document INF.6 on the exclusion of fruit and vegetables and the 150 km rule for sea crossings that limited the usefulness of ATP for those countries.

72. A number of countries reiterated their continued opposition to the inclusion of fruit and vegetables in the ATP.

73. WP.11 considered various options for resolving these positions, including adding an annex that recommended rather than prescribed temperature conditions for the carriage of fruit and vegetables or the conclusion of multilateral agreements in accordance with article 7 of ATP.

74. The Russian Federation recalled that it had prepared a possible annex on fruit and vegetables in the past and proposed to submit a revised proposal on this subject at the next session.

B. Multilateral agreements

Informal document: INF.8 (Secretariat)

75. It was recalled that multilateral agreements were allowed by reason of special climatic conditions, and their provisions had to be more stringent than those prescribed in the ATP.

76. A representative of the secretariat spoke about the case of multilateral agreements under the European Agreement on the International Carriage of Dangerous Goods by Road (ADR) which could be used as a model for multilateral agreements under the ATP. Over 300 such multilateral agreements had been adopted and they often anticipated amendments to the ADR or tested specific transport conditions.

77. The secretariat was requested to write to Ministers of Foreign Affairs of ATP contracting parties requesting the name of the authority competent to sign any future multilateral agreements on behalf of its country.

78. The procedure for concluding multilateral agreements proposed by the secretariat would be added to the website.

79. One delegation was of the opinion that such multilateral agreements could have unpredicted effects.

C. ATP for domestic transport

Documents: ECE/TRANS/WP.11/2013/20 (France)

80. The document by France argued that the provisions of the ATP should be extended to domestic transport in all ATP contracting parties of a distance of less than 80 km without intermediate reloading.

81. Some countries supported the proposal in principle. Others rejected it on the basis of principle and said that it would amount to handing over sovereignty on domestic affairs. The Secretary was invited to ask countries through the questionnaire whether they applied ATP to domestic transport.

82. The voting was 2 in favour of the proposal (Belgium and France) and 6 against (Denmark, Germany, Netherlands, Portugal, United Kingdom and United States). WP.11 concluded that it was up to each country to decide whether to apply ATP to domestic transport.

D. Combining annexes 2 and 3

Document: ECE/TRANS/WP.11/2014/11 (Russian Federation)

83. The Russian Federation argued that requiring air temperature monitoring for the carriage of chilled foodstuffs as well as frozen foodstuffs would bring positive results for food safety.

84. The Russian Federation was invited to split its document into different proposals including one dealing just with the addition of air temperature monitoring for chilled foodstuffs in annex 3 for which there was likely to be more support.

85. The Secretary was invited to ask countries through the questionnaire whether they already required air temperature monitoring and recording for chilled foods.

X. Energy labelling, refrigerants and blowing agents (agenda item 8)

86. WP.11 recalled the information it had received from Transfrigoroute International on the revision of the European Union F Gas regulation and on the continuing efforts to achieve lower emission levels. Specifically, TI had said that almost 95% of equipment currently produced used R404A which was a high global warming potential (GWP) refrigerant. Switching to alternatives which could operate effectively in various climatic and operating conditions posed challenges not only for the equipment manufacturers but also for the suppliers of the refrigerant. Transporters were seriously concerned about the apparent lack of a cost-effective drop-in replacement for R404a. In addition there was a risk of serious tax and price increases for R404a as the phase-out policy was implemented which would increase maintenance and operating costs. It was also important that any replacement refrigerants matched or improved on current refrigeration and heating capacities as well as on energy efficiency.

XI. Programme of work and biennial evaluation (agenda item 9)

Document: ECE/TRANS/WP.11/2014/4 (Secretariat)

87. WP.11 adopted its draft work plan for 2014-2018 as presented in document ECE/TRANS/WP.11/2014/4 with some amendments (see annex III).

XII. Election of officers (agenda item 10)

88. WP.11 elected Mr. Telmo Nobre (Portugal) as Chairman and Mr. Eric Devin (France) and Mr. Kees de Putter (Netherlands) as Vice-Chairmen for its seventy-first session in 2015. WP.11 thanked the officers and the secretariat for their work.

XIII. Other business (agenda item 11)

A. Dates of the seventy-first session

89. WP.11 was informed that the dates of 6-9 October 2015 had been reserved for the seventy-first session of WP.11. The deadline for submission of documents is 3 July 2015.

B. Other issues

90. The Secretary was invited to ask countries through the questionnaire what sort of tests were carried out by their testing stations so that this information could be added to the list of competent authorities and testing stations.

91. There was general agreement to a proposal by the Chairman that work should be undertaken on the restructuring of the ATP aimed at improving its organization and making it clearer for all those that used it. It was agreed that this work should be carried out by an informal working group lead by the Chairman which, as a first step, would prepare a document outlining a proposed structure and approach. The Chairman stressed that it was important to have English, French and Russian speakers in the group to ensure that all authentic languages of the ATP were treated equally and warned that it would be a long-term work.

92. The Chairman also asked delegations to consider how the work of WP.11 could be improved. Among the suggestions made were better prepared documents and more frequent but shorter meetings, for example every eight months.

XIV. Adoption of the report (agenda item 12)

93. WP.11 adopted the report on its seventieth session on the basis of a draft prepared by the secretariat.

Annex I

Proposed amendments to the ATP

1. Annex 1, paragraph 1, Insulated equipment

Insert “rigid*” before “insulating walls...” and the following footnote:

“* Rigid in this case refers to non-flexible continuous or non-continuous surfaces, for example full solid walls or roller-shutter doors.”

2. Annex 1

Add a new paragraph 6 to read as follows:

“6. Transitional measures

6.1 Insulated bodies with non-rigid walls which first came into service before the amendment of paragraph 1 of annex 1 entered into force (date to be inserted) may continue to be used for the carriage of perishable foodstuffs of the appropriate classification until the validity of the certificate of compliance expires. The validity of the certificate shall not be extended.”

3. Annex 1, appendix 2, paragraph 3.2.6

Add a new paragraph to read as follows:

“The airflow specified in the test report of the mechanically refrigerated equipment shall conform to the following:

$$\dot{V}_L \geq 60 \cdot V \text{ in m}^3/\text{h}$$

where

V is the volume of the empty space, in m^3 ;

\dot{V}_L is the air flow.

The air delivery system shall be compensated for any loss of airflow due to internal equipment such as air ducts and the frosting of the evaporator(s).”

4. Annex 1, appendix 2, paragraph 4.3.4 (ii), first sentence

Amend to read as follows:

“(ii) the rate of air circulation shall be measured using an existing standard.”

5. Article 1 of ATP

Amend to read as follows:

“For the international carriage of perishable foodstuffs, equipment shall not be designated as ‘insulated’, ‘refrigerated’, ‘mechanically refrigerated’, ‘heated’ or ‘refrigerated and heated’ equipment unless it complies with the definitions and standards set forth in annex 1 to this Agreement.”

6. Annex 1

Add the following new paragraph 5:

“5. Mechanically refrigerated and heated equipment. Insulated equipment either fitted with its own refrigerating appliance, or served jointly with other units of transport

equipment by such an appliance (fitted with either a mechanical compressor, or an 'absorption' device, etc.), and heating (fitted with electric heaters, etc.) or refrigerating-heating units capable both of lowering the temperature T_i inside the empty body and thereafter maintaining it continuously, and of raising the temperature and thereafter maintaining it for not less than 12 hours without renewal of supply at a practically constant value, as indicated below.

Class A: T_i may be chosen between + 12 °C and 0 °C inclusive at a mean outside temperature between -10 °C and +30 °C.

Class B: T_i may be chosen between + 12 °C and 0 °C inclusive at a mean outside temperature between -20 °C and +30 °C.

Class C: T_i may be chosen between + 12 °C and 0 °C inclusive at a mean outside temperature between -30 °C and +30 °C.

Class D: T_i may be chosen between + 12 °C and 0 °C inclusive at a mean outside temperature between -40 °C and +30 °C.

Class E: T_i may be chosen between + 12 °C and -10 °C inclusive at a mean outside temperature between -10 °C and +30 °C.

Class F: T_i may be chosen between + 12 °C and -10 °C inclusive at a mean outside temperature between -20 °C and +30 °C.

Class G: T_i may be chosen between + 12 °C and -10 °C inclusive at a mean outside temperature between -30 °C and +30 °C.

Class H: T_i may be chosen between + 12 °C and -10 °C inclusive at a mean outside temperature between -40 °C and +30 °C.

Class I: T_i may be chosen between + 12 °C and -20 °C inclusive at a mean outside temperature between -10 °C and +30 °C.

Class J: T_i may be chosen between + 12 °C and -20 °C inclusive at a mean outside temperature between -20 °C and +30 °C.

Class K: T_i may be chosen between + 12 °C and -20 °C inclusive at a mean outside temperature between -30 °C and +30 °C.

Class L: T_i may be chosen between + 12 °C and -20 °C inclusive at a mean outside temperature between -40 °C and +30 °C.

The K coefficient of equipment of classes B, C, D, E, F, G, H, I, J, K and L shall in every case be equal to or less than 0.40 W/m².K.

Heat producing or refrigerating-heating appliances shall have a capacity in conformity with the provisions of annex 1, appendix 2, paragraphs 3.4.1 to 3.4.5."

7. Annex 1, appendix 1

Amend the title to read as follows:

"PROVISIONS RELATING TO THE CHECKING OF INSULATED, REFRIGERATED, MECHANICALLY REFRIGERATED, HEATED OR MECHANICALLY REFRIGERATED AND HEATED EQUIPMENT".

8. Annex 1, appendix 1, paragraph 5, first sentence

Amend to read as follows:

“The insulated bodies of ‘insulated’, ‘refrigerated’, ‘mechanically refrigerated’, ‘heated’ or ‘mechanically refrigerated and heated’ transport equipment ...” (remainder of text unchanged).

9. Annex 1, appendix 1, paragraph 6 (c) (i), first sentence

Amend to read as follows:

“If it is insulated equipment, in which case the reference equipment may be insulated, refrigerated, mechanically refrigerated, heated or mechanically refrigerated and heated equipment, ...” (remainder of text unchanged)

10. Annex 1, appendix 1, paragraph 6 (c)

Add the following new text to read as follows:

“(v) If it is mechanically refrigerated and heated equipment, in which case the reference equipment shall be:

- (a) mechanically refrigerated and heated equipment,
 - the conditions set out under (i) above shall be satisfied;

and

- the effective refrigerating capacity of the mechanical refrigeration or mechanical refrigeration-heating appliance per unit of inside surface area, under the same temperature conditions, shall be greater or equal;
- the source of heat shall be identical; and
- the capacity of the heating appliance per unit of inside surface area shall be greater or equal;

or

- (b) insulated equipment which is complete in every detail but minus its mechanical refrigeration, heating or mechanical refrigeration-heating appliance, which will be fitted at a later date.

The resulting aperture will be filled, during the measurement of the K coefficient, with close fitting panels of the same overall thickness and type of insulation as are fitted to the front wall, in which case:

- the conditions set out under (i) above shall be satisfied;

and

- the effective refrigerating capacity of the mechanical refrigeration or mechanical refrigeration-heating unit fitted to insulated reference equipment shall be as defined in annex 1, appendix 2, paragraph 3.4.7;
- the source of heat shall be identical; and
- the capacity of the heating appliance per unit of inside surface area shall be greater or equal.”

11. Annex 1, appendix 2, section 3

Add the following new subsection 3.4 to read as follows:

“3.4 Mechanically refrigerated and heated equipment

Test method

- 3.4.1 The test shall be carried out in two stages. The efficiency of the refrigeration unit of the refrigerating or refrigerating-heating appliance is determined in the first stage and that of the heating appliance is determined in the second stage.
- 3.4.2 In the first stage, the test shall be carried out in the conditions described in paragraphs 3.1.1 and 3.1.2 of this appendix; in the second stage, it shall be carried out in the conditions described in paragraphs 3.3.1 and 3.3.2 of this appendix.

Test procedure

- 3.4.3 The basic requirements for the test procedure for the first stage are described in paragraphs 3.2.2 and 3.2.3 of this appendix; those for the second stage are described in paragraphs 3.3.3 and 3.3.4 of this appendix.
- 3.4.4 The second stage of the test may be initiated immediately after the end of the first stage, without the measuring equipment being dismantled.
- 3.4.5 In each stage, the test shall be continued for 12 hours after:
- (a) in the first stage, the mean inside temperature of the body has reached the lower limit prescribed for the class to which the equipment is presumed to belong;
 - (b) in the second stage, the difference between the mean inside temperature of the body and the mean outside temperature of the body has reached the level corresponding to the conditions prescribed for the class to which the equipment is presumed to belong. In the case of new equipment, the above temperature difference shall be increased by 35 per cent.

Criteria of satisfaction

- 3.4.6 The results of the test shall be deemed satisfactory if:
- (a) in the first stage, the refrigerating or refrigerating-heating appliance is able to maintain the prescribed temperature conditions during the said 12-hour period, with any automatic defrosting of the refrigerating or refrigerating-heating unit not being taken into account;
 - (b) in the second stage, the heating appliance is able to maintain the prescribed temperature difference during the said 12-hour period.
- 3.4.7 If the refrigerating unit of the refrigerating or refrigerating-heating appliance with all its accessories has undergone separately, to the satisfaction of the competent authority, a test to determine its effective refrigerating capacity at the prescribed reference temperatures, the transport equipment may be accepted as having passed the first stage of the test without undergoing an efficiency test if the effective refrigerating capacity of the appliance in continuous operation exceeds the heat loss through the walls for the class under consideration, multiplied by the factor 1.75.
- 3.4.8 If the mechanically refrigerating unit of the refrigerating or refrigerating-heating appliance is replaced by a unit of a different type, the competent authority may:
- (a) require the equipment to undergo the determinations and verifications for the first stage of testing prescribed in paragraphs 3.4.1–3.4.5 of this appendix; or

- (b) satisfy itself that the effective refrigerating capacity of the new mechanically refrigerating unit is, at the temperature prescribed for equipment of the class concerned, at least equal to that of the unit replaced; or
- (c) satisfy itself that the effective refrigerating capacity of the new mechanically refrigerating unit meets the requirements of paragraph 3.4.7 of this appendix.”

12. Annex 1, appendix 2, section 6, first paragraph

Amend to read as follows:

“To verify as prescribed in appendix 1, paragraphs 1 (b) and (c), to this annex the effectiveness of the thermal appliance of each item of refrigerated, mechanically refrigerated, heated or mechanically refrigerated and heated equipment in service, the competent authorities may:

Apply the methods described in sections 3.1, 3.2, 3.3 and 3.4 of this appendix;

Appoint experts to apply the particulars described in sections 5.1 and 5.2 of this appendix, when applicable, as well as the following provisions.”

13. Annex 1, appendix 2, subsection 6

Insert the following new subsection 6.4 to read as follows:

“6.4 Mechanically refrigerated and heated equipment

The check is carried out in two stages.

- (i) During the first stage, it shall be verified that, when the outside temperature is not lower than + 15 °C, the inside temperature of the empty equipment can be brought to the class temperature within a maximum period (in minutes), as prescribed in the table in paragraph 6.2 of this appendix.

The inside temperature of the empty equipment shall have been previously brought to the outside temperature.

- (ii) In the second stage, it shall be verified that the difference between the inside temperature of the equipment and the outside temperature which governs the class to which the equipment belongs as prescribed in this annex (a difference of 22 K in the case of classes A, E and I, of 32 K in the case of classes B, F and J, of 42 K in the case of classes C, G and K, and of 52 K in the case of classes D, H, and L), can be achieved and maintained for not less than 12 hours.

If the results are acceptable, the equipment may be kept in service as mechanically refrigerated and heated equipment of its initial class for a further period of not more than three years. ”

Renumber current subsections 6.4 and 6.5 as 6.5 and 6.6, respectively.

14. Annex 1, appendix 2, current subsection 6.5 (new subsection 6.6)

Replace “or heated equipment” by “, heated, or mechanically refrigerated and heated equipment” (twice) and “3.1, 3.2 and 3.3” by “3.1, 3.2, 3.3 and 3.4” (twice).

15. Annex 1, appendix 2, section 7

Amend the text after the title to read as follows:

“A test report of the type appropriate to the equipment tested shall be drawn up for each test in conformity with one or other of the models 1 to 12 hereunder.”

16. Annex 1, appendix 2, section 7, model test reports and expert check reports

Insert the following new Model No. 7 and renumber the current models accordingly:

“MODEL No. 7

Section 3

Determination of the efficiency of cooling and heating appliances of mechanically refrigerated and heated equipment by an approved testing station in accordance with ATP Annex 1, Appendix 2, subsection 3.4

Mechanical refrigerating appliances:

Drive independent/dependent/mains-operated¹

Cooling appliance removable/not removable¹

Manufacturer

Type, serial number

Year of manufacture

Nature of refrigerant and filling capacity

Effective refrigerating capacity stated by manufacturer for an outside temperature of + 30 °C and an inside temperature of:

0 °C..... W

-10 °C W

-20 °C W

Compressor:

Make.....Type

Drive: electric/thermal/hydraulic¹

Description

Make..... Type..... power..... kW at rpm

Condenser and evaporator

Motor element of fan(s): make type number

power..... kW at rpm

Heating appliance:

Description

Drive independent/dependent/mains-operated¹

Heating appliance removable/not removable¹

Manufacturer.....

Type, serial number

Year of manufacture

Where situated

Overall area of heat exchange surfaces..... m²

Effective power rating as specified by manufacturer kW

Inside ventilation appliances:

MODEL No. 7 (cont'd)

Description (number of appliances, etc.)

Power of electric fans W

Delivery rate m³/h

Dimensions of ducts: cross-section m², length m

Automatic devices:

Make Type

Defrosting (if any)

Thermostat

LP pressostat

HP pressostat

Relief valve

Others

Mean temperatures at beginning of test:

Inside °C ± K

Outside °C ± K

Dew point in test chamber² °C ± K

Power of internal heating system W

Date and time of closure of equipment's
doors and openings

Record of mean inside and outside temperatures of body
and/or curve showing variation of these temperatures
with time

Time between beginning of test and attainment
of prescribed mean inside temperature of body h

Where applicable, mean heating output during test to
maintain prescribed temperature difference³ between
inside and outside of body⁴ W

Remarks:

According to the above test results, the equipment may be recognized by means of a
certificate in accordance with ATP Annex 1, Appendix 3, valid for a period of not more
than six years, with the distinguishing mark

However, this report shall be valid as a certificate of type approval within the meaning of
ATP Annex 1, Appendix 1, paragraph 6 (a), only for a period of not more than six years,
that is until.....

Done at:

on:

Testing Officer

1 Delete if not applicable.
 2 Only for cooling appliances.
 3 Increased by 35% for new equipment.
 4 Only for heating appliances. ”

Insert the following new Model No. 11 before existing Model No. 10 (new No. 12):

“MODEL No. 11

Section 3

Expert field check of the efficiency of cooling and heating appliances of mechanically refrigerated and heated equipment in service in accordance with ATP Annex 1, Appendix 2, subsection 6.4

The check was conducted on the basis of report No. dated,
issued by approved testing station/expert (name, address)

Mechanical refrigerating appliances:

Manufacturer

Type, serial number

Year of manufacture

Description

Effective refrigerating capacity stated by manufacturer for an outside temperature of + 30 °C and an inside temperature of:

0 °C W

-10 °C W

-20 °C W

Nature of refrigerant and filling capacity kg

Heating appliance:

Description

Manufacturer

Type, serial number

Year of manufacture

Where situated

Overall area of heat exchange surfaces m²

Effective power rating as specified by manufacturer kW

Inside ventilation appliances:

Description (number of appliances, etc.)

Power of electric fans W

Delivery rate m³/h

Dimensions of ducts: cross-section m², length m

Condition of cooling appliance, heating appliance and inside ventilation appliances

Inside temperature attained °C

MODEL No. 11 (cont'd)

At an outside temperature of °C

and with a relative running time of %

Running time h

Check on operation of thermostat

Remarks:

.....

According to the above test results, the equipment may be recognized by means of a certificate in accordance with ATP Annex 1, Appendix 3, valid for a period of not more than three years, with the distinguishing mark

Done at:

on:

Testing Officer”

17. Annex 1, appendix 3 A

Amend the subtitle to read as follows: “FORM OF CERTIFICATE FOR INSULATED, REFRIGERATED, MECHANICALLY REFRIGERATED, HEATED OR MECHANICALLY REFRIGERATED AND HEATED EQUIPMENT USED FOR THE INTERNATIONAL CARRIAGE OF PERISHABLE FOODSTUFFS BY LAND”.

18. Annex 1, appendix 3 A, model form of certificate of compliance

Insert the category “MECHANICALLY REFRIGERATED AND HEATED” in the heading row between “HEATED” and “MULTI-TEMPERATURE”.

19. Annex 1, appendix 4

Add the following new entries to the table:

<u>“Equipment</u>	<u>Distinguishing mark</u>
...	...
Class A mechanically refrigerated and heated equipment with normal insulation	BNA
Class A mechanically refrigerated and heated equipment with heavy insulation	BRA
Class B mechanically refrigerated and heated equipment with heavy insulation	BRB
Class C mechanically refrigerated and heated equipment with heavy insulation	BRC
Class D mechanically refrigerated and heated equipment with heavy insulation	BRD
Class E mechanically refrigerated and heated equipment with heavy insulation	BRE
Class F mechanically refrigerated and heated equipment with heavy insulation	BRF
Class G mechanically refrigerated and heated equipment with heavy insulation	BRG

<u>Equipment</u>	<u>Distinguishing mark</u>
Class H mechanically refrigerated and heated equipment with heavy insulation	BRH
Class I mechanically refrigerated and heated equipment with heavy insulation	BRI
Class J mechanically refrigerated and heated equipment with heavy insulation	BRJ
Class K mechanically refrigerated and heated equipment with heavy insulation	BRK
Class L mechanically refrigerated and heated equipment with heavy insulation	BRL”

20. Annex 1, appendix 4, section 2

Amend to read as follows:

“2. FOR MECHANICALLY REFRIGERATED EQUIPMENT AND MECHANICALLY REFRIGERATED AND HEATED EQUIPMENT:

- 2.1 Where the compressor is powered by the vehicle engine;
- 2.2 Where the refrigeration or refrigeration-heating unit itself or a part is removable, which would prevent its functioning.

...”

(remainder of text unchanged).

Annex II

Corrections to the ATP

1. Annex 1, appendix 2, paragraph 4.3.2

Delete the following text:

"Appropriate methods are described in standards ISO 917, BS 3122, DIN, NEN, etc."

2. Annex 1, appendix 2, paragraph 4.3.4 (ii), second sentence

Replace "i.e. BS 848, ISO 5801, AMCA 210-85, AMCA 210-07, DIN 24163, NFE 36101, NF X10.102, DIN 4796 is recommended;" by "i.e. ISO 5801: 2008, AMCA 210-99, AMCA 210-07 is recommended;"

3. Annex 1, appendix 2, paragraph 8.3.1, penultimate indent

Delete "internal dividing and".

4. Annex 1, appendix 2, paragraph 8.3.2

Modify the definition of S_{body} to read as follows:

" S_{body} is the geometric mean surface area of the full body,"

Annex III

Draft work plan for 2014-2018

Programme activity 02.11: TRANSPORT OF PERISHABLE FOODSTUFFS

Harmonization of regulations and standards relating to the international transport of perishable foodstuffs and facilitation of its operation Priority: 2

Description: Review of the harmonization and the facilitation of the international transport of perishable foodstuffs under the ATP Agreement and updating of the Agreement in order to keep it in line with technological and ecological developments, taking into account safety and quality standards.

Work to be undertaken:

Continuing activities

(a) Consideration of amendment proposals to ensure the ATP is updated as necessary. Priority: 1

Output expected by the end of 2015: Entry into force of amendments to the annexes to ATP and issuance of the consolidated text of ATP as a United Nations sales publication.

(b) Exchange of information on the implementation of ATP in accordance with article 6. Priority: 1

Output expected by the end of 2016: Increased number of replies to the questionnaire on the implementation of ATP.

(c) Keeping informed of progress made in the development of standards by the European Committee for Standardization (CEN) dealing with the same issues covered by ATP. Priority: 2

Output expected by the end of 2016: Understanding the impact of the new CEN standards on the ATP and how they could benefit the ATP.

(d) Consideration of developments in new refrigerants and insulating materials used for the carriage of perishable foodstuffs. Priority: 1

Output expected by the end of 2018: Contribution to the exchange of information on ways to reduce the environmental impact of ATP equipment.

(e) Consideration of the work of the IIR Sub-Commission on refrigerated transport. Priority: 1

Output expected by the end of 2016: Support for the work done by the IIR sub-commission and benefitting from its prior consideration of technical proposals transmitted to WP.11.

(f) Updating of the ATP Handbook Priority: 1

Output expected by the end of 2016: Ensure the regular updating of the Handbook with the aim of aiding interpretation, harmonization and

application of the ATP.

- (g) Cooperation with the European Union on issues relating to ATP Priority: 2

Output expected by the end of 2016: To develop contacts with the European Union in areas relating to ATP.

- (h) Review of activities on the transport of perishable foodstuffs Priority: 2

Output expected by the end of 2015: Use of the biennial evaluation to identify areas for improvement in the work of WP.11.

- (i) Promotion of ATP in countries not yet Contracting Parties in and outside the UNECE region with a view to promoting international safe trade in perishable foodstuffs and reducing losses of foodstuffs in developing countries due to inappropriate transport conditions. Priority: 2

Output expected by the end of 2016: Raising awareness of the benefits of ATP and attracting new Contracting Parties.

Activities of a limited duration

- (j) Consideration of the possible introduction of a definition of perishable foodstuffs in the ATP Priority: 1

Output expected by the end of 2015: Consensus on whether a definition is necessary.

- (k) Consideration of amendment proposals relating to multi-compartment multi temperature equipment. Priority: 1

Output expected by the end of 2015: Adoption of a testing procedure and distinguishing marks for in-service multi-compartment multi-temperature equipment.

- (l) Revision of annex 1 appendix 1 of the ATP with a view to improving its logic and clarifying its provisions. Priority: 1

Output expected by the end of 2018: Agreement on the revision of annex 1 appendix 1.

- (m) Exclusion of curtain-sided bodies under the ATP. Priority: 1

Output expected by the end of 2014: Agreement on the need to ban such equipment and adoption of transitional measures to phase them out.

- (n) Discussion regarding the K values specified in the ATP for in-service equipment and the influence of ageing on K values. Priority: 2

Output expected by the end of 2018: Consensus on whether a compromise is possible between the different positions on this subject.

- (o) Consideration of the possibility of combining annexes 2 and 3 of the ATP and extending the monitoring of air temperature to the carriage of chilled foodstuffs. Priority: 1

Output expected by the end of 2015: Possible consensus on the proposal.

(p) Consideration of proposals relating to the testing of equipment and appliances including in-service non autonomous equipment, equipment used for both cooling and heating and thermal appliances working on liquefied gas Priority: 1

Output expected by the end of 2015: Adoption of amendments to the ATP.

(q) Consideration of the revision of the class temperatures of ATP equipment taking into account other standards and regulations on foodstuffs. Priority: 2

Output expected by the end of 2015: Possible adoption of new temperatures.

(r) Consideration of ways to measure the external surface area of panel vans with the aim of standardizing the testing of their K values. Priority: 2

Output expected by the end of 2015: Adoption of an amendment to the ATP.

(s) Development of a restructured and better organized ATP that is clearer for all users Priority: 1

Output expected by the end of 2018: Adoption of a final draft of the restructured ATP.