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Working Party on the Transport
of Perishable Foodstuffs

REPORT OF THE WORKING PARTY ON ITS FORTY-EIGHTH SESSION

(19-22 October 1992)

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ATTENDANCE

1. The following ECE member States were represented: Belgium; Czech and Slovak Federal Republic; Denmark; Finland; France; Germany; Hungary; Ireland; Italy; Netherlands; Norway; Poland; Portugal; Russian Federation; Spain; Sweden; United Kingdom; United States of America; the European Community was also represented. The governmental organization International Institute of Refrigeration (IIR) and the following non-governmental organizations: European Community Dairy Association (ASSILEC), Interfrigo and Transfrigoroute International, also took part in the meeting.

ADOPTION OF THE AGENDA

2. The provisional agenda (TRANS/WP11/185) was adopted.

ELECTION OF OFFICERS

3. Mr. M. de CLIPPEL (Belgium) was elected Chairman and Mr. J. FEVRIER (France) was elected Vice-Chairman.

STATEMENT BY THE DIRECTOR OF THE DIVISION

4. Following the opening of the session, the Director of the Transport Division of the Economic Commission for Europe stressed the importance which the Commission attached to ATP, its continuous adaptation to the most recent technical advances, its growing usefulness vis-à-vis each country's domestic and international transport regulations and the broadening of its scope.

5. He welcomed the active participation of international and professional organizations and stressed the special importance to ECE of close cooperation with the European Community with a view to avoiding overlaps and ensuring fruitful complementarity in the sphere of transport, particularly the transport of perishable foodstuffs.

DISCUSSIONS OF THE INLAND TRANSPORT COMMITTEE AFFECTING THE WORK OF THE WORKING PARTY

6. The Working Party took note of the discussion at the fifty-fourth session of the Inland Transport Committee concerning the activities of the Working Party (ECE/TRANS/94, paras. 124 to 126 and ECE/TRANS/94/Add.1).

ACTIVITIES OF THE OTHER ECE SUBSIDIARY BODIES AND OF OTHER INTERNATIONAL ORGANIZATIONS DEALING WITH PROBLEMS OF INTEREST TO THE WORKING PARTY ON THE TRANSPORT OF PERISHABLE FOODSTUFFS

7. A member of the secretariat informed the Working Party about the activities of the ECE Working Party on Standardization of Perishable Produce concerning the drafting of new commercial standards and the revision of existing standards with a view to facilitating trade and improving the quality of such produce. The Working Party welcomed the close cooperation which had developed between ECE, the OECD Scheme for the Application of International Standards for Fruit and Vegetables and the ECE Group of Experts.

8. The Working Party took note of the information submitted by the secretariat on the report of the Joint ECE/Codex Alimentarius Group of Experts on Standardization of Fruit Juices. It noted with satisfaction that the ECE standards on perishable foodstuffs took ATP as a reference for temperature requirements for storage and transport.

9. Another member of the secretariat introduced the pilot questionnaire prepared by the Working Party on Transport Statistics with a view to the harmonizing and reconciling transport statistics (TRANS/WP6/R.47 and 54). The Working Party on Transport Statistics had stressed the fact that reliable data on the transport of perishable foodstuffs, based on vehicle registration, were available only in very general form in most countries and only for road vehicles. Another difficulty derived from the fact that in many countries, trailers, semi-trailers and swap-bodies were not registered, and there was therefore a lack of statistics on their number, payload and permissible maximum weight. The Working Party on Transport Statistics had recommended that countries should include, if possible, in surveys of domestic and international road transport, a question on vehicles used for controlled-temperature transport.

10. The Working Party asked to be informed about the results of the pilot questionnaire.

11. The representative of IIR reported on activities of the Institute likely to be of interest to the Working Party. He also informed the Working Party that his organization was preparing a handbook on the refrigerated transport of foodstuffs and a pamphlet on recommended conditions for the overland transport of perishable foodstuffs.

IMPLEMENTATION OF THE AGREEMENT ON THE INTERNATIONAL CARRIAGE OF PERISHABLE FOODSTUFFS AND ON THE SPECIAL EQUIPMENT TO BE USED FOR SUCH CARRIAGE (ATP)

(a) Information on the status of application of the Agreement

12. The secretariat informed the Working Party that Greece had acceded to the Agreement on 1 April 1992 and that Croatia had become a Contracting Party on 3 August 1992.

(b) Test stations officially designated by the competent authorities of countries Parties to ATP and whose test reports might be used for the issue of the ATP certificates

13. On the basis of document TRANS/WP11/R.27 consolidating the replies to the questionnaire sent to all Contracting Parties, the Working Party discussed the issue and asked the secretariat to circulate an addendum to the document containing information on test stations of countries which had not yet replied to the questionnaire.

14. The Working Party also agreed that it devolved on each competent authority to designate its approved test stations.

15. The various delegations were also requested to transmit to the secretariat updated addresses of both competent authorities and test stations.

Only stations which could carry out the full test should be included in the list.

AMENDMENTS TO THE AGREEMENT ON THE INTERNATIONAL CARRIAGE OF PERISHABLE FOODSTUFFS AND ON THE SPECIAL EQUIPMENT TO BE USED FOR SUCH CARRIAGE (ATP) WHICH HAVE ENTERED INTO FORCE

16. The Working Party was informed that the amendments to paragraphs 52, 55, 59 and 60 of Annex 1, Appendix 2, of ATP (C.N.190.1991. Treaties-2) would come into force at latest on 18 July 1993. It was also informed that the proposed amendments to paragraphs 6, 8, 10, 12, 18 and 27 of Annex 1, Appendix 2, to ATP (C.N.85.1992. Treaties-2) had been submitted to the depositary by Germany on 24 March 1992.

PROPOSED AMENDMENTS TO THE AGREEMENT ON THE INTERNATIONAL CARRIAGE OF PERISHABLE FOODSTUFFS AND ON THE SPECIAL EQUIPMENT TO BE USED FOR SUCH CARRIAGE (ATP)

(a) Article 10, paragraph 1

17. The representative of the United States of America said that he had conveyed the Working Party's concerns to the United States State Department and Department of Agriculture, but that he had no further information. He explained that, in the United States, only the Senate could approve amendments to international instruments. Consequently, the countries concerned should approach the United States authorities concerning the amendment.

18. The representative of the United Kingdom, speaking on behalf of the European Community and its member States, introduced the proposal made by France at the preceding session and said that it should be regarded as the proposal of all 12 members of the European Economic Community. The text of the amendment below would be transmitted to the depositary by the United Kingdom on behalf of the EEC countries. The proposal was to add at the end of article 10:

"New Contracting Parties acceding to ATP as from ... 1/ and applying paragraph 1 of this article shall not be entitled to enter any objection to draft amendments in accordance with the procedure provided for in article 18, paragraph 2.

1/ Date on which this amendment will come into force."

19. The Working Party decided to keep the question on the agenda of its following session.

(b) Annex 1, paragraph 3; Annex 1, Appendix 2, paragraph 29; and Annex 1, Appendix 4, footnote

20. The Working Party considered the French proposal (TRANS/WP11/184, annex 2) to keep vehicles having an external width of 2.60 m, particularly refrigerated equipment in service, in operation for the transport of

deep-frozen produce even when the K coefficient of the body exceeded the statutory limits for the class.

21. With regard to the ageing of insulation, the representative of IIR said that it depended on the type of equipment (road or rail), on the design of the body and on the materials (foams and coatings). Existing statistical data were partial and not sufficient to give a correct evaluation of ageing of insulated equipment. Therefore, it was essential to collect new standardized data, which could be provided by the "test stations" subcommission of the D 2/3 Commission of IIR.

22. In IIR's view, the use of the calculation made to compare K coefficient values was possible only for equipment with similar or better specifications, which was not the case where one of two pieces of equipment was fitted with roller-shutter doors and the other not.

23. After an exchange of views, the Working Party agreed on a compromise text so as to bring ATP into line with the EEC Directive (88/218/EEC) on the weight, dimensions and various other technical specifications of certain road vehicles. The text takes account of a number of observations made by the representatives of the Netherlands and the United Kingdom and is reproduced in annex 1 to this report.

24. It was agreed that delegations could communicate their observations to the secretariat until 31 March 1993. The Working Party requested the representative of the United Kingdom to transmit the proposed amendments to the depositary if no objection was received before that date.

(c) Annex 3

SELECTION OF EQUIPMENT AND TEMPERATURE CONDITIONS TO BE OBSERVED FOR THE CARRIAGE OF CHILLED FOODSTUFFS

25. The representative of the Commission of the European Communities said that, if member States of the Community which were also Parties to the Agreement were not to find themselves having to cope with two contradictory sets of regulations, there was an urgent need for greater harmonization between ATP (in particular Annex 3 and the future Annexes 4 and 5) and Community directives such as the Council Directive on the approximation of the laws of the member States relating to quick-frozen foodstuffs for human consumption (89/108/EEC of 21 December 1988), the Commission Directive on the monitoring of temperatures in the means of transport, warehousing and storage of quick-frozen foodstuffs intended for human consumption (92/1/EEC of 13 January 1992) and the Commission Directive concerning the establishment of the sampling procedure and the Community method of analysis for the official control of the temperature of quick-frozen foodstuffs intended for human consumption (92/2/EEC of 13 January 1992).

26. He said that ATP was an excellent agreement and that the Commission of the European Communities, at the request of some of its member States, was considering the possibility of applying the requirements of the Agreement, not only to international transport but also to domestic transport.

27. Some delegations deplored the fact that no account was being taken of the long-standing efforts of the Working Party and that they were suddenly being asked to bring their work into line with regulations with which they were not familiar.

28. The representative of the United Kingdom proposed as a maximum temperature for section VII "at the temperature of melting ice." There was also a request to merge Groups VI and VII so as to avoid the corrosion of equipment by water from melting ice.

29. The representative of France reiterated his view concerning minced meat and expressed the hope that the temperature would be kept at +3°C.

30. The representative of ASSILEC said that for milk, temperatures lower than those in the requirements of Annex 3 to ATP were not applicable in practice.

31. The representative of Transfrigoroute International expressed the hope that the Working Party would take earlier proposals by IIR into account, since there was a lack of clarity in Annex 3 to ATP, particularly concerning duration of transport and the minimum temperature for certain produce.

32. After a general exchange of views, the Working Party reached a compromise consisting in the provisional adoption of Annex 3 to ATP as contained in annex 2 to this report. It was agreed that delegations could send in their comments to the secretariat up to 1 May 1993. The Working Party asked the representative of Germany to propose Annex 3 as an amendment to ATP and to transmit it to the depositary, if the secretariat had received no objection by that date.

33. The Working Party asked the representative of the United Kingdom to submit for the next session a document dealing with the harmonization of Annex 3 to ATP with the directives of the European Community.

34. It was decided to keep this question on the agenda for the next session.

(d) Annex 4: AIR-TEMPERATURE MONITORING FOR THE TRANSPORT OF PERISHABLE FOODSTUFFS

35. The Working Party was of the opinion that this question should be considered along with the requirements of Directive 92/1/EEC of the Commission of the European Communities and, so as to avoid any confusion between air-temperature monitoring and the measurement of produce temperatures, decided to devote Annex 4 of ATP to the former question and Annex 5 to the latter.

36. Following the representative of the Russian Federation's introduction of the first part of document TRANS/WP11/R.31 concerning this Annex, the Working Party decided that, since the document was not available in all the working languages, it would revert to this question at its next session, pending contributions by delegations.

37. The Working Party adopted a draft outline of Annex 4 (see annex 3 to this report) and requested delegations to transmit their contributions to

the secretariat before the next session for the preparation of the final version.

(e) Annex 5: PROCEDURE FOR THE SAMPLING AND MEASUREMENT OF TEMPERATURE DURING CARRIAGE OF CHILLED, FROZEN AND QUICK-FROZEN PERISHABLE FOODSTUFFS

38. In introducing his country's proposal (TRANS/WP11/R.26), the representative of the United Kingdom stressed the need for a procedure for measuring the temperature of foodstuffs, to enable temperature inspections to be limited to cases where there were serious doubts regarding temperature control during carriage.

39. Following an exchange of views in which the representatives of the Netherlands and IIR took part, the Working Party set up a small group chaired by Mr. Woolfe (United Kingdom) to study the draft of Annex 5 on the basis of the comments submitted by various delegations.

40. The Working Party adopted the text of Annex 5 to ATP as amended by the group (annex 4 to this report).

41. It was agreed that if the secretariat received no objection concerning Annexes 4 and 5 of ATP before 1 April 1993, the Netherlands would transmit the Annex(es) to the depositary.

(f) Paragraphs 49 and 58 of Annex 1, Appendix 2

42. IIR proposed, with reference to efficiency in service (ATP, Annex 1, Appendix 2, para. 49), inserting a note explaining that the paragraph on the efficiency of thermal appliances of equipment in service applied only to refrigerating machinery "other than those with eutectic accumulators", and that, for air flow measurement, reference should be made to existing national or international standards.

43. The Working Party decided to have these two proposals reproduced in annex 5 to this report and requested delegations to transmit any relevant comments for the next session.

(g) Miscellaneous proposals

44. After considering the proposal by France (TRANS/WP11/R.32) concerning paragraphs 1, 2, 3, 4 and 5 of Annex 1 to the ATP and paragraph 49 of Annex 1, Appendix 2, to ATP, and since the document was not available in all the working languages, the Working Party decided to adopt the proposal with the exception of the part relating to paragraph 49 (b), for which it would await the reactions of delegations for consideration at the next session.

45. The Working Party decided to reproduce the proposal in annex 5 to this report and agreed that France should transmit the parts adopted to the depositary.

DEFINITION OF "CONTAINER" FOR THE PURPOSES OF ATP

46. The representative of Sweden introduced his proposal contained in document TRANS/WP11/R.29. He said that, after discussions with other delegations, he supported an informal proposal made by the United Kingdom that the articles of the Agreement should not be amended.

47. Following a discussion in which the main participants were the representatives of the United States, Ireland, Italy and France, the Working Party decided to reproduce the United Kingdom's proposal in annex 6 to this report, and to await the reactions of delegations for the next session.

SCOPE OF ATP

48. The representative of the Russian Federation introduced his proposal (TRANS/WP11/R.31) concerning the extension of the scope of ATP to fresh fruit and vegetables.

49. A number of representatives pointed out that ATP should be restricted to produce which represented a danger for consumption and should not deal with problems relating to the quality of produce, particularly as, in the case of fresh fruit and vegetables, there were several varieties in each category of produce which often required different temperatures and technical equipment specifications other than those of ATP.

50. The representative of Denmark said that ATP had been extended to quality-related factors in that it contained requirements concerning frozen and quick-frozen foodstuffs.

51. Some delegations said that the proposal contained in document TRANS/WP11/R.31 was really rail-transport oriented, as road distances were generally shorter.

52. The representative of Germany recalled that the Working Party had dealt with that question several years previously, when it had concluded that ATP should not deal with fruit and vegetables.

53. The Working Party invited the various delegations to transmit their contributions to the secretariat before the next session.

TRANSPORT OF PERISHABLE FOODSTUFFS BY ROAD/AIR

54. A member of the secretariat reported to the Working Party on contacts with IATA concerning the transport of perishable foodstuffs by road/air.

55. The representatives of France, the United Kingdom and IIR expressed the hope that an "insulated, non-isothermal" class would be created for airborne containers.

56. The Working Party requested the representatives of France and IIR to submit documents in this regard at its next session.

STATISTICS CONCERNING ATP

57. The Working Party studied the table submitted by the United Kingdom in document TRANS/WP11/R.26.

58. It considered that the table was a good working basis and expressed the wish that other delegations should submit contributions on the question at the next session.

FACILITATION OF TRANSPORT OF PERISHABLE FOODSTUFFS

59. The representative of Transfrigoroute International announced that his organization would submit a draft resolution concerning the facilitation of the transport of perishable foodstuffs in time for the next session of the Working Party.

INTRODUCTION OF MODULAR SYSTEMS FOR THE CARRIAGE OF PERISHABLE FOODSTUFFS

60. The representative of the United Kingdom offered to find out from ISO about modular systems which might be of interest for the transport of perishable foodstuffs.

61. The Working Party decided to keep this question on the agenda of its next session.

PROCESSES OF INTEGRATION IN EUROPE AND THEIR POSSIBLE EFFECT ON THE APPLICATION OF ATP AMONG PARTIES TO THE AGREEMENT

62. The representative of the Commission of the European Communities expressed the hope that there would be more coordination between ATP and Community legislation (see paras. 25 to 27).

PROGRAMME OF WORK

63. A member of the secretariat drew attention to the decisions concerning organization and methods of work adopted by the Inland Transport Committee (TRANS/R.347).

64. The Working Party adopted its programme of work for 1993-1997, as reproduced in annex 7 to this report.

OTHER BUSINESS

65. The secretariat distributed an informal document received from Germany concerning draft legislation on the elimination of packaging wastes.

66. The Working Party did not have time to consider a request for information from Sweden concerning vehicles fitted with flexible slatted curtains and rear doors comprising an insulated lower flap and an upper flap hinged at the top.

67. The matter will be on the agenda of the Working Party's next session and will be discussed by IIR.

68. The representative of France announced that, at the next session, he would submit a document on the approval procedure for isothermal bodies sold in kit form in one country and assembled in another by a specialized coach-builder.

69. The Working Party asked the secretariat to remind the various participants to submit their contributions in time for each session.

DATE OF THE NEXT SESSION

70. The Working Party was informed that its forty-ninth session had provisionally been scheduled to take place from 2 to 5 November 1993.

ELECTION OF OFFICERS FOR THE NEXT SESSION

71. The Working Party elected Mr. M. De Clippel Chairman and Mr. J. Février, Vice-Chairman for the next session.

DISTRIBUTION OF DOCUMENTS

72. The Working Party decided that it was unnecessary to extend the period of one year during which documents submitted to the current session were subject to restricted distribution.

ADOPTION OF THE REPORT

73. The Working Party adopted the report of its forty-eighth session, together with its annexes.

Annex 1

1. Amendment to ATP Annex 1, paragraph 3

Delete the last sentence, and add the following new paragraph:

"The K coefficient of equipment of classes B, C, E et F shall in every case be:

- for new equipment: less than or equal to 0.40 W/m²K.
- for equipment of 6 years old or more : less than or equal to 0.55 W/m²K, provided that the equipment was approved when new, and that the initial approval has been made in compliance with paragraph 41 of Appendix 2 of this Annex.

This K-value limit of 0.55 W/m²K is applicable only for the declassification of vehicles in classes FRB, FRC, FRE or FRF to classes FNA, FNB, FNC, FND, FNE or FNF.

At 6 years or older, the refrigerating capacity of the appliance (as measured when new) in continuous operation must exceed the calculated heat losses through the walls at the aged K-value multiplied by the factor 1.35 for the class considered."

2. Amendment to footnote of Appendix 4 of Annex 1:

Add "and also see paragraph 3 of this Annex."

3. Amendment to paragraph 29(a) (Appendix 2 of Annex 1)

Add, "(vi) the likely value of the K coefficient, for example calculated by applying ageing coefficients such as 1.3 at 6 years and 1.5 at 9 years."

Annex 2

ANNEX 3

SELECTION OF EQUIPMENT AND TEMPERATURE CONDITIONS TO BE OBSERVED FOR THE
CARRIAGE OF CHILLED FOODSTUFFS

1. For the carriage of the following chilled foodstuffs, the transport equipment has to be selected and used in such a way that during carriage the highest temperature of the foodstuffs at any point of the load does not exceed the indicated temperature.
2. Accordingly, the temperature of the foodstuffs at any point in the load must not exceed the temperature as indicated below on loading, during carriage and on unloading.
3. Where it is necessary to open the equipment, e.g., to carry out inspections, it is essential to ensure that the foodstuffs are not exposed to procedures or conditions contrary to the objectives of this Annex and those of the International Convention on the Harmonization of Frontier Controls of Goods.
4. The temperature control of foodstuffs specified in this annex should be such as not to cause freezing at any point of the load.

	<u>Maximum temperature</u>
I. Butter <u>1/</u>	+ 10° C
II. Red meat and large game (other than red offal, minced meat and meat in small pieces)	+ 7° C
III. Raw milk, game (other than large game), poultry and rabbits	+ 4° C
IV. Red offal, minced meat and meat in small pieces	+ 3° C
V. Meat products <u>2/</u> , pasteurized milk <u>6/</u> fresh dairy products <u>6/ 2/</u> (yoghurt, kefir, cream and fresh cheese <u>3/</u>), ready cooked foodstuffs (meat, fish, vegetables), ready to eat prepared raw vegetables and vegetable products, <u>5/</u> and fish products <u>2/</u> not listed below	+ 6° C or at temperature indicated on the label if it does not exceed + 6°C
VI. Untreated non-prepackaged: fish, molluscs and crustaceans <u>4/</u>	

1/ When intended for immediate further processing at destination, temperature may be permitted to rise during carriage to 14° C. The transport document shall state that butter is to be immediately processed at destination.

2/ Except for products fully-treated by salting, smoking, drying or sterilization.

3/ "Fresh cheese" means a non-ripened (non-matured) cheese which is ready for consumption shortly after manufacturing and which has a limited conservation period.

4/ Except for live fish, molluscs and crustaceans.

5/ Raw vegetables which have been diced, sliced or otherwise size-reduced but excluding those which have only been washed, peeled or simply cut in half.

6/ In principle, transport time should not exceed 48 hours.

Annex 3

"Annex 4

MONITORING OF AIR TEMPERATURES FOR TRANSPORT OF PERISHABLE FOODSTUFFS

The means of transport must be fitted with suitable recording instruments to monitor, at frequent and regular intervals, the air temperatures to which quick-frozen foods intended for human consumption are subjected.

The measuring instruments must be approved by the competent authorities of the country in which the means of transport is registered.

Temperature recordings obtained in this manner must be dated and stored by the operator for at least one year or longer according to the nature of the food."

Annex 4

"Annex 5

PROCEDURE FOR THE SAMPLING AND MEASUREMENT OF TEMPERATURE FOR CARRIAGE OF
CHILLED, FROZEN AND QUICK-FROZEN PERISHABLE FOODSTUFFS

A. GENERAL CONSIDERATIONS

1. Inspection and measurement of temperatures stipulated in Annexes 2 and 3 should be carried out so that the foodstuffs are not exposed to conditions detrimental to the safety or quality of the foodstuffs. Measuring of food temperatures should be carried out in a refrigerated environment, and with the minimum delays and minimum disruption of transport operations.

2. Inspection and measurement procedures, as referred to in paragraph 1, shall preferably be carried out at the point of loading or unloading. These procedures should not normally be carried out during transport, unless serious doubt exists about the conformity of the temperatures of the foodstuffs stipulated in Annexes 2 and 3.

3. Where possible, the inspection should take account of information provided by temperature monitoring devices during the journey before selecting those loads of perishable foodstuffs for sampling and measurement procedures. Progression to temperature measurement of the food should only be undertaken where there is reasonable doubt of the temperature control during carriage.

4. Where loads have been selected, a non-destructive measurement (between-case or between-pack) should at first be used. Only where the results of the non-destructive measurement do not conform with the temperatures laid down in Annexes 2 or 3 (taking into account allowable tolerances), are destructive measurements to be carried out. Where consignments or cases have been opened for inspection, but no further action taken, they should be resealed giving the time, date, place of inspection, and the official stamp of inspection authority.

B. SAMPLING

5. The types of package selected for temperature measurement shall be such that their temperature is representative of the warmest point of the consignment.

6. Where it is necessary to select samples during transport whilst the consignment is loaded, two samples should be taken from the top and bottom of the consignment adjacent to the opening edge of each door or pair of doors.

7. Where samples are taken during unloading of the consignment, four samples should be chosen from any of the following locations:

- top and bottom of the consignment adjacent to the opening edge of the doors

- top rear corners of the consignment (i.e. furthest away from the refrigeration unit)
- centre of the consignment
- centre of the front surface of the consignment (i.e. closest to the refrigeration unit)
- top or bottom corners of the front surface of the consignment (i.e. closest to the return air intake of the refrigeration unit).

8. In the case of chilled foods in Annex 3, samples should also be taken from the coldest location to ensure that freezing has not occurred during transportation.

C. TEMPERATURE MEASUREMENT OF PERISHABLE FOODSTUFFS

9. The temperature measuring probe should be precooled to as close to the product temperature as possible before measurement.

I. Chilled foods

10. Non-destructive measurement. Measurement between-case or between-pack should be made with a probe with a flat head, which gives a good surface contact, low thermal mass, and high thermal conductivity. When placing the probe between the cases or food packs, there should be sufficient pressure to give a good thermal contact, and sufficient length of probe inserted to minimize conductivity errors.

11. Destructive measurement. A probe with a rigid, robust stem and sharpened point should be used, made from a material which is easy to clean and disinfect. The probe should be inserted into the centre of the food pack, and the temperature noted when a steady reading is reached.

II. Frozen and quick-frozen foods

12. Non-destructive measurement. Same as paragraph 10.

13. Destructive measurement. Temperature probes are not designed to penetrate frozen foods. Therefore it is necessary to make a hole in the product in which to insert the probe. The hole is made by a precooled product penetration instrument, which is a sharp pointed metallic instrument such as an ice punch, hand drill or an auger. The diameter of the hole should provide a close fit to that of the probe. The depth to which the probe is inserted will depend on the type of product:

- (i) Where product dimensions allow, insert the probe to a depth of 2.5 cm from the surface of the product;
- (ii) Where (i) is not possible because of the size of the product, the probe should be inserted to a minimum depth from the surface of 3 to 4 times the diameter of the probe;

- (iii) It is not possible or practical to make a hole in certain foods because of their size or composition e.g. diced vegetables. In these cases, the internal temperature of the food package should be determined by insertion of a suitable sharp-stemmed probe to the centre of the pack to measure the temperature in contact with the food.

After inserting the probe, the temperature should be read when it has reached a steady value.

D. GENERAL SPECIFICATIONS FOR THE MEASURING SYSTEM

14. The measuring system (probe and read-out) used in determining temperature shall meet the following specifications:

- (i) The response time should achieve 90% of the difference between the initial and final reading within three minutes;
- (ii) * the system must have an accuracy of $\pm 0.5^{\circ}$ C within the measurement range - 20° C to $+ 30^{\circ}$ C;
- (iii) * the measuring accuracy must not change by more than 0.3° C during operation in the ambient temperature range - 20° C to $+ 30^{\circ}$ C;
- (iv) the display resolution of the instrument should be 0.1° C;
- (v) * the accuracy of the system should be checked at regular intervals;
- (vi) the system should have a current certificate of calibration from an approved institution;
- (vii) the electrical components of the system be protected against undesirable effects due to condensation of moisture;
- (viii) the system should be robust and shock proof.

E. ALLOWABLE TOLERANCES IN THE MEASUREMENT OF TEMPERATURE

15. Certain tolerances should be allowed in the interpretation of temperature measurements:

- (i) operational - in the case of frozen and quick-frozen foods, a brief rise of up to 3° C on the temperature permitted in Annex 2 is allowed for the surface temperature of the food.
- (ii) methodology - non-destructive measurement can give up to a maximum of 2° C difference in the reading compared to the true product temperature measurement, especially with the thickness of cardboard in case packaging. This tolerance does not apply to the destructive measurement of temperature.

* The procedure will be defined.

Annex 5

Proposed amendment to Annex 1 of ATP, transmitted by IIR

ATP, Annex 1, Appendix 2, paragraph 58 (ii), end, insert: "If the air flow of a refrigeration unit is to be measured, methods capable of measuring the total flow must be used. Use of one of the relevant existing national or international standards, i.e., BS 848, ISO 55X, AMCA 210-85, DIN 24163, NFE 36101, NF X10.102, DIN 4796 is recommended."

Proposed amendment to Annex 1 of ATP, transmitted by France

1. Annex 1, paragraphs 1, 2, 3, 4 and 5: the new values of the overall coefficients of heat transfer (K coefficient) of Annex 1, paragraphs 1, 2, 3, 4 and 5, amend to read: "0.40 W/m²K,
0.70 W/m²K".
2. Annex 1, Appendix 2, paragraph 49, of the Agreement: amend the heading of paragraph 49 (a) to read: "Refrigerating machinery not equipped with eutectic accumulators".
3. First subparagraph of paragraph 49 (b), read: "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, within a maximum period of 6 hours:"

Annex 6

Amendment to Annex 1 to ATP, proposed by the United Kingdom

Add, after paragraph 5, the following:

"The exemptions in Article 5 related [only] to containers which are thermal containers substantially similar to, but not necessarily of the dimensions of, those defined in ISO 1496/II 199[2]. [Any other containers (as defined in the Customs container convention) are not included in the exemption.]".

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Annex 7

PROGRAMME OF WORK FOR 1993-1997

PROGRAMME ACTIVITY: 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:

- (a) Implementation of ATP and, if necessary, consideration of its amendment in order to facilitate the International transport of perishable foodstuffs;
- (b) Consideration of proposals for facilitating the international transport of perishable foodstuffs and in particular the conditions required to minimize losses of perishable foodstuffs during transport;
- (c) Consideration of the possibility of collecting statistical data on equipment used for the controlled-temperature carriage of perishable foodstuffs;
- (d) Promotion of intergovernmental cooperation with the aim of improving the harmonization of methods and procedures pertaining to the interpretation of ATP, especially by supporting the work in the International Institute of Refrigeration (IIR) Sub-Commission of testing stations;
- (e) Study of elaboration of proposals on the conditions of carriage of fresh fruit and vegetables.

Work to be undertaken:

- (a) (i) Consideration of amendment proposals to Annex 1 and Annex 3 of ATP. (1993)
- (ii) Drafting of a new Annex 4 concerning the monitoring of air temperatures for transport of perishable foodstuffs. (1994) and a new Annex 5 concerning procedure for the sampling and measurement of temperature for carriage of chilled, frozen and quick-frozen perishable foodstuffs, with a view to the later inclusion of technical details (1993);
- (iii) Review of the definitions of and standards (in Annex 1) for the carriage of perishable foodstuffs following the Montreal Protocol. (continuing).
- (b) (i) Consideration of new proposals concerning the definition of "container" and the adoption of modular systems. (1994;)

- (ii) Consideration of proposals of Transfrigoroute International on the facilitation of transport of perishable foodstuffs (1993);
- (c) (i) Preparation of a questionnaire to collect statistical data and study the results of the survey being carried out (1993);
(ii) Evaluation of statistical data collected. (Continuing);
- (d) (i) Study of test methods and procedures for the approval of equipment with several compartments (1994);
(ii) Updating of methods of the IIR Sub-Commission on testing stations; _ (Continuing)
- (e) Consideration of proposals (1994).
