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INLAND TRANSPORT COMMITTEE

Working Party on the Transport
of Perishable Foodstuffs

REPORT OF THE WORKING PARTY ON ITS FIFTY-SECOND SESSION

(14-17 October 1996)

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ATTENDANCE

1. The following ECE member States were represented: Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Russian Federation, Spain, Sweden, United Kingdom of Great Britain and Northern Ireland, United States of America. Switzerland was also represented. South Africa was represented in accordance with paragraph 11 of the Commission's terms of reference. The European Commission was also represented. The governmental organization International Institute of Refrigeration (IIR), and the following non-governmental organizations: Intercontainer-Interfrigo (ICF), International Air Transport Association (IATA) and Transfrigoroute International (TI) also took part in the meeting.

ADOPTION OF THE AGENDA

2. The provisional agenda (TRANS/WP.11/193) was adopted.

ELECTION OF OFFICERS

3. Mr. M. EILSOE (Denmark) had been elected Chairman and Mr. V. TKATCHEV (Russian Federation) Vice-Chairman at the fifty-first session.

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

4. The Working Party was informed of the passages of the report of the fifty-eighth session of the Inland Transport Committee concerning its activities (ECE/TRANS.116, paras. 158-163 and ECE/TRANS.116/Add.1).

5. The Working Party also took note of the recommendations made by the Inland Transport Committee to its subsidiary bodies, namely:

consideration of the possibility of reducing the length of meetings and revising the documents distribution lists with a view to realizing further savings without adversely affecting efficiency;

the invitation to Governments of member countries to become contracting parties to existing legal instruments drawn up under the auspices of the Inland Transport Committee;

the list of workshops and seminars to which the Committee had accorded priority for 1996.

6. The Working Party took the view that the length of sessions could not be reduced further as it had already been shortened from five days to four days.

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

7. The representative of the International Institute of Refrigeration (IIR) provided information on the Institute's activities.

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

8. To date, the following States have become Parties to ATP: Austria, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Kazakstan, Luxembourg, Morocco, Netherlands, Norway, Poland, Portugal, Russian Federation, Slovakia, Slovenia, Spain, Sweden, United Kingdom, United States of America, [Yugoslavia]. Switzerland has signed, but not yet ratified, the Agreement.

9. The representative of South Africa said that his country was about to accede to ATP.

(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

Document : TRANS/WP.11/R.66

10. The Working Party took note of document TRANS/WP.11/R.66 and invited delegations to bring the addresses for their respective countries up to date.

11. It was decided that, as telex numbers were no longer used they should be deleted from the list of test station addresses and E-mail addresses provided where they existed.

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

12. The Working Party was informed that paragraphs 7 to 13 of Annex 2, Appendix 2, to ATP had entered into effect on 13 February 1996 (C.N.71.1996.TREATIES-1) at the same time as the text of the Appendix as a whole, the usual six-month waiting period having been waived.

13. The Working Party was also informed that the amendment to Annex 3 to ATP (C.N.414.1994.TREATIES-6) proposed by the United Kingdom would enter into effect on 14 November 1996 (C.N.156.1996.TREATIES-2).

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) Annex 2, Appendix 1, to ATP

Monitoring of air temperatures for transport of quick-frozen perishable foodstuffs

14. Annex 2, Appendix 1, to ATP had entered into effect on 13 February 1996. However, the standards for temperature-recording equipment in that Appendix were still being worked out.

15. The representative of France said that a draft European standard had been finalized by CEN (TC.141.WP.12) and that it would be worthwhile referring to it when it was finally adopted, as well as to any other equivalent standard.

16. The representative of the United Kingdom said that the basic problem remained the positioning of temperature recorders, which should be left optional, as was currently the case in the United Kingdom. It was not advisable for competent authorities to prescribe the location. He also informed the Working Party that the European Community had decided to withdraw the exemption accorded to rail transport regarding temperature recording and the matter would need further consideration.

17. The representative of the Russian Federation supported the view that the location of recorders should be left optional and asked that the Working Party should be informed of all existing standards for temperature recorders.

18. The Working Party decided to keep the question on the agenda of its next session and invited the representative of France to ask the WG.12 (CEN) secretariat to transmit the draft European standard to the WP.11 secretariat for distribution.

(b) Annex 3 to ATP

Selection of equipment and temperature conditions to be observed for the carriage of chilled foodstuffs

19. The Working Party was informed that Germany had submitted the draft of Annex 3 to ATP, as adopted by the Working Party, to the depositary (C.N.213.1996.TREATIES-3).

20. It was decided to bring the English wording relating to the maximum temperature for Groups III and VI into line with the French version.

21. The representative of the United Kingdom said that he did not intend to raise an objection to the draft of Annex 3, although he would have preferred to wait for the European Union's harmonization of hygiene and temperature standards for the transport of animal products with normal hygiene requirements.

22. He said that the requirements for raw milk were very concise and that it would be necessary to review the Annex later.

23. The Working Party decided to keep the question of the Annex on the agenda of its next session.

(c) Procedure for the revision of ATP

Document : TRANS/WP.11/R.68

24. The representative of France introduced two alternatives for the revision of article 18 of ATP, the first providing for the majority vote rule,

with a blocking minority for the revision of the Annexes to ATP, and the second proposing, in addition, the reduction of the period for entry into force.

25. He explained that the proposal was based on the procedure laid down in article 14 of ADR.

26. The representative of Italy said he could not at present support the principle of majority voting and that the minority for blocking amendments should in any event be less than five as the situation with regard to ADR was different in that the interests of the parties were more homogeneous, whereas in the case of ATP there was a clear division between the interests of warm-climate and cold-climate countries.

27. Several delegations supported the principle of the proposals submitted by France.

28. The Working Party invited delegations to consider the proposal as contained in annex 1 to this report and decided to take the matter up again at its next session.

(d) Article 10, paragraph 1, of ATP

29. The representative of France said that his service had transmitted the text adopted by the Working Party to the depositary (see TRANS/WP.11/186).

(e) Miscellaneous proposals

Annex 1, Appendix 2, paragraphs 32 to 42 - Updating of safety coefficients

Document: TRANS/WP.11/R.64

30. The representative of Transfrigoroute International explained that the safety coefficients defined by ATP more than 30 years earlier had been overtaken by technological developments and should take account of a number of factors, including ageing of thermal insulation, reduction of refrigeration unit capacity (wear, production scattering), increase in heat penetration and loss in capacity due to air ducting.

31. He proposed therefore that ATP safety coefficients should be increased from 1.75 to 2.5 and from 1.35 to 1.75.

32. The representative of France, referring to a manufacturer's study, said that ageing of thermal insulation did not lead to a regular 5% yearly increase in the K coefficient and that, while refrigeration units were subject to production scattering (not more than 5%), they did not lose 25% of their capacity in six years.

33. He went on to say that the Transfrigoroute International proposal did not take account of "door openings" and that the proposed safety coefficient reduction was offset by the increase in the coefficient due to door openings. If the coefficient of 2.5 was adopted, it could lead to highly costly and environmentally harmful oversizing of units.

34. He also showed that, without door openings, a safety coefficient of 2 was adequate for transport but that, with door openings, safety coefficients of 2.5 would be preferable.

35. He supported his argument by referring to the results of a summertime experiment conducted by France and Italy with thin-walled refrigerated swap bodies. The experiment would be described in an official document to be submitted by France.

36. The representative of Germany supported the Transfrigoroute International proposal on the grounds that, in high temperatures, the coefficient of 2.5 would be realistic and would not present any practical problems.

37. The representative of Italy said that it would be worthwhile harmonizing the way in which paragraph 41 of Annex 1 to ATP was applied regarding the K coefficient value to be used in calculations to permit inter-laboratory comparability of data.

38. With a view to justifying the updating of coefficients for increasing refrigeration capacity in pragmatic terms, the representative of Transfrigoroute International said that coefficients could be broken down into:

an insulation ageing coefficient;

an increased heat penetration coefficient;

a service conditions coefficient; and

a coefficient based on the positioning of the refrigeration unit on the body.

39. Such a breakdown would facilitate future updating of coefficients for increased refrigerating capacity.

40. The representative of the Netherlands said the question was highly complex and could have major consequences. It should be reconsidered in the light of the results of technical research.

41. The Working Party adopted that position and decided to keep the question on the agenda.

Annex 1, paragraph 1

42. The Working Party adopted a proposal by Germany to refer to the thickness of sidewalls of heavily insulated equipment ≥ 45 mm thick (see annex 2). The secretariat was asked to transmit the adopted text to the depositary.

Annex 1, Appendix 1, paragraph 2 (d) - Question of quantity restrictions for the period of validity of type approval certificates.

Document: TRANS/WP.11/192, paras. 36-40

43. The representative of France offered to submit a proposal covering cases of frequent visits by coach-builders and cases of non-conformity with the type approval certificate, which might involve carrying out measurements, checking the K coefficient or simply conducting inspections.

Testing of eutectic battery refrigerated vehicles in service

44. The representative of IIR said that the method of testing such vehicles should be simplified and announced that Italy would submit a proposal along those lines to the Sub-Committee on test stations at its spring 1997 meeting.

Annex 1, Appendix 2 - Validity of test reports for mechanically refrigerated units

45. On a proposal by Germany, the Working Party decided to correct the period of validity for test report models Nos. 2A, 2B, 4A, 4B, 4C, 5 and 6 by extending it from 3 years to 6 years (see annex 2). The secretariat was asked to submit the adopted text to the depositary.

Annex 1, Appendix 4 - Definitions of a "non-independent" and "removable" thermal appliance

Document: TRANS/WP.11/R.67

46. The representative of France explained that the essence of the proposal had already been accepted by the Sub-Committee on test stations and taken into account in the IIR good driving guide.

47. Several speakers said that the matter should be discussed further, particularly since the use of the additional "X" mark was not easy to understand.

48. The Working Party requested the representative of France to submit two separate substantiated proposals, one concerning the "X" mark and the other eutectic systems.

Conditions for reapproval

49. Several speakers deplored the lack of harmonization among the Parties to ATP regarding the authorized periods between the end of approval and the date of reapproval.

50. The representative of Transfrigoroute International said that the matter needed to be dealt with urgently in ATP, otherwise there would always be unfair competition among the transport industries of the various countries.

51. He noted that tunnel testing was very costly for carriers and that it would be preferable to have a simplified test after six years, as was the case in the Netherlands.

52. The representative of France drew the Working Party's attention to the distinction that should be drawn between the test provided for in paragraph 29(a) and that provided for in paragraph 49(a). Only paragraph 29(a) was applied differently by the Parties to ATP.

53. The Working Party requested all delegations to submit information on their respective national practices and decided to take the question up again later.

Procedures for determining the efficiency of eutectic battery refrigerating appliances

54. No document had been submitted and the Working Party decided to keep the question on its agenda.

SCOPE OF ATP

Document: TRANS/WP.11/R.65

55. In response to the Working Party's request at its previous session, the representative of the United Kingdom had prepared a draft resolution on the transport of fresh fruit and vegetables.

56. The Working Party set up a drafting group to finalize the text of the draft, which it transmitted to the Inland Transport Committee for adoption (see annex 3).

57. The representative of the Russian Federation welcomed the resolution but requested the Working Party to study the possibility of extending the scope of ATP to cover two types of fresh fruit and vegetables, as requested by the Inland Transport Committee (see ECE/TRANS/116, para. 162).

58. He proposed that the extension of the scope of ATP should cover bananas and citrus fruits which were carried in very large volume and for which it would be less difficult to define transport temperatures.

59. The representatives of Germany, the Netherlands and the United Kingdom agreed to submit a document on the conditions for the transport of bananas and citrus fruits.

60. The representative of the United States informed the Working Party that a document on transport conditions for bananas was available in his country.

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

TRANSPORT OF PERISHABLE FOODSTUFFS BY AIR/LAND

Document : TRANS/WP.11/R.63

62. The representative of France introduced the draft resolution prepared at the request of the Working Party to facilitate the interface between land and air transport of perishable foodstuffs.

63. Several speakers suggested improvements to the draft (see annex 4), which was adopted by the Working Party.

64. The Working Party transmitted the draft resolution to the Inland Transport Committee at its next session for adoption.

STATISTICS CONCERNING ATP

65. The Working Party recalled that, at its fifty-first session, it had asked the secretariat to recirculate the pilot questionnaire on transport equipment for perishable foodstuffs to a list of focal points in each Contracting Party to ATP, who would be responsible for the collection of statistics (TRANS/WP.6/R.54).

66. In considering the document summarizing replies received to the questionnaire (TRANS/WP.6/R.86), the Working Party confirmed the importance of obtaining comprehensive and reliable figures on the numbers and carrying capacities of equipment used for transport under controlled temperatures. Some delegates felt, however, that certain ambiguities in the questionnaire might need to be resolved in order to facilitate the data collection effort. For example, it should be indicated whether the data to be provided was for the total number of vehicles in service used for transport under controlled temperatures, or only for ATP-approved vehicles.

67. After discussing the item at length, the Working Party decided to ask the secretariat to consult with the ATP focal points to determine whether the questionnaire should be revised and in what manner. The questionnaire would therefore be re-circulated to the ATP focal points and the results considered at the next session. The representative of the United Kingdom wondered about the need for the questionnaire. After a lengthy discussion, the representative of France noted that by continuing to collect this data over the next two or three years, the Working Party would have a basis of comparison to track the evolution of the market.

FACILITATION OF TRANSPORT OF PERISHABLE FOODSTUFFS

68. The representative of Transfrigoroute International announced that, at the next session, he would submit a document on the border-crossing obstacles encountered by international carriers of perishable foodstuffs.

PROCEDURES FOR THE APPROVAL OF MULTI-COMPARTMENT MULTI-TEMPERATURE VEHICLES

Document : TRANS/WP.11/R.62

69. The representative of France explained that his document took account of all the comments made by other members, including Germany and the United Kingdom.

70. Several speakers emphasized the need to have a simple, inexpensive and quick procedure.

71. The representative of Germany announced that he would submit a draft for a test procedure at the next session.

72. The representative of France suggested that his proposal could be used as a working basis for a consolidated text.

73. On the proposal of the United Kingdom, the Working Party decided to consult refrigeration appliance manufacturers on the matter.

REFRIGERANTS

74. Several speakers noted that the current increase in the number of refrigerant mixtures could create problems for the adaptation of old equipment.

75. The representative of France informed the Working Party that, in his country, any technician modifying an appliance had to inform the veterinary authorities which verified conformity with the appropriate class when inspecting the vehicle for renewal of approval.

76. The Working Party was of the view that the matter should be looked into, together with the question of new insulating materials, in order to keep up with technological developments and experience acquired in this area.

KIT BODIES

77. The representative of Germany said that the kit manufacturer was responsible once his name appeared on the equipment, otherwise the installation firm should be responsible.

78. The representative of France said that the problem lay in the fact that the test report made no mention of whether the body had to be assembled from a kit or not.

79. He pointed out that partial kits should be distinguished from complete kits, for which the text report could be dispensed with.

80. The representative of Transfrigoroute International offered to submit a document at the next session defining the responsibilities of the body builder and the assembler and specifying the documents to be provided for a tunnel test.

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

81. The representative of the European Commission (DG VII) said that the Commission had considered including ATP in a framework directive, as had been done in the case of ADR.

82. He said that, as the provisions of Annexes 2 and 3 to ATP already corresponded to Community directives, either Annex 1 to ATP could be reproduced in a directive, which would facilitate the sale and free movement of ATP approved equipment inside the European Union, or Working Party WP.29 could be asked to draw up a standard corresponding to ATP. The Commission was very interested in the views of the Parties to ATP.

83. The Working Party decided to keep the question on the agenda.

LOCAL BORDER-CROSSING TRANSPORT OF PERISHABLE FOODSTUFFS IN RELATION TO ATP

Document : TRANS/WP.11/R.58

84. The representative of Transfrigoroute International said that, in the case of local transport, temperature conditions should be less stringent, but equipment requirements more so.

85. The Working Party took the view that this question was linked with the processes of integration in Europe and their possible effect on the application of ATP among Parties to the Agreement.

86. It was decided to await the development of those processes, so that the two questions could be considered simultaneously.

PROGRAMME OF WORK FOR 1996-2000

87. The Working Party adopted its programme of work as reproduced in the annex to this report (see annex 5).

88. It asked to have pending contributions listed in an annex to the report (see annex 6).

DATE OF THE NEXT SESSION

89. The Working Party was informed that its fifty-third session had provisionally been scheduled for 24 to 27 November 1997.

ELECTION OF OFFICERS FOR THE NEXT SESSION

90. The Working Party elected Mr. M. Eilsoe (Denmark) and Mr. V. Tkatchev (Russian Federation) respectively Chairman and Vice-Chairman for the next session.

DISTRIBUTION OF DOCUMENTS

91. The Working Party decided that it was not necessary to extend the one-year period during which documents submitted to the current session should be subject to restricted distribution.

ADOPTION OF THE REPORT

92. The Working Party adopted the report on its fifty-second session, with its annexes.

Annex 1

Draft revision of article 18 of ATP *

1. (unchanged)

"2. As from the date on which the proposed amendment is communicated by the Secretary-General, any Contracting Party may inform the Secretary-General:

(a) within a period of six months, that it has an objection to the amendment proposed, or

(b) in a period of [three months] that, although it intends to accept the proposal, the conditions necessary for such acceptance are not yet fulfilled in its country.

3. If a Contracting Party sends the Secretary-General a communication as provided for in paragraph 2 (b) of this article, it may, so long as it has not notified the Secretary-General of its acceptance, submit an objection to the proposed amendment within a period of [six months] following the expiry of the period of [three months] prescribed in respect of the initial communication.

4. If an objection to the proposed amendment [to the articles of Chapters I to IV] is stated in accordance with the terms of paragraphs 2 and 3 of this article, the amendment shall be deemed not to have been accepted and shall be of no effect.

[If the number of objections stated to the draft amendment concerning the annexes to the text in accordance with the terms of paragraphs 2 and 3 of this article is [5 or more], the amendment shall be deemed not to have been accepted and shall be of no effect.]

5. If no objection to the proposed amendment [concerning the articles of Chapters I to IV] has been stated in accordance with paragraphs 2 and 3 of this article [or if the number of objections stated to the draft amendment concerning the annexes to the text in accordance with paragraphs 2 and 3 of this article is less than 5], the amendment shall be deemed to have been accepted on the following date:

6. Any amendment deemed to be accepted shall enter into force [three months] after the date on which it was deemed to be accepted."

7. (unchanged).

8. (unchanged).

* Texts in square brackets are not final and will be discussed at the next session.

Annex 2

Amendments to Annex 1 to ATP

- (1) Annex 1, paragraph 1

For heavily insulated equipment, second indent, replace:

"a thickness of at least 45 mm" with "a side wall thickness of at least 45 mm".

- (2) Annex 1, Appendix 2

In tests report models Nos. 2A, 2B, 4A, 4B, 4C, 5 and 6, replace "not more than three years" with "not more than six years".

Annex 3

Transport of fresh fruit and vegetables

The Inland Transport Committee,

Recalling that:

- there is a large and important international trade in fresh fruit and vegetables which is already the subject of international quality standards;
- fruits and vegetables are foodstuffs which undergo physiological changes;
- in some countries, there are specific problems in the transport of fresh fruit and vegetables in extreme climates and for long periods of time;
- in general there is an economic importance of good temperature control, as well as control of humidity and storage gases in extending and maintaining the eating quality of fresh fruit and vegetables,

Taking into account that:

- many fruits and vegetables have critical temperatures of storage and transport below which they will suffer from physiological disorders;
- fresh fruit and vegetables respire in response to the temperature and the composition of the surrounding atmosphere;
- there are some incompatibilities between fruit and vegetables and with other foodstuffs due to ethylene and aroma evolution;
- the optimum conditions during transport to achieve maintenance of eating quality and to ensure a reasonable shelf life are finely balanced and specific to each type (even variety) of fruit and vegetable, and that the employment of special transport equipment is necessary;
- many studies have already been undertaken to determine optimum conditions for storage and transport of different fruits and vegetables, and some of the information available is listed below in the footnote,

Recommends that Governments, non-governmental organizations and transport operators involved with transport of fresh fruit and vegetables should:

- where available, conform with the quality standards already elaborated by the Working Party on the Standardization of Perishable Produce and Quality Development;
 - identify and use best practice in the special conditions required, the elements of which are contained in the documents referred to below.
1. *Recommendations for the Chilled Storage of Perishable Produce* (IIR-Paris 1979, 3rd edition - under revision)
 2. *Guide to Refrigerated Transport* (IIR-Paris 1995, ISBN 2 903 633 72X)
 3. *Protecting Perishable Foods* (USDA 1995, Agricultural Handbook No. 669)
 4. *Guide to Food Transport, Volume 1 Fruit and Vegetables* (Mercantila Publishers, Copenhagen, 1989, ISBN 87 89010 98 1)
 5. *The Transport of Perishable Foodstuffs* (SRCRA Cambridge, 1991, ISBN 0 95102441 8).
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Annex 4

Draft resolution

Transport of perishable foodstuffs by air/land

"The Inland Transport Committee :

Reaffirming the absolute necessity of maintaining the cold chain throughout the transport of foodstuffs under ATP in order to preserve their original healthy condition and quality,

Considering that the overland transport of perishable foodstuffs preceding or following air transport is carried out expeditiously, thus minimizing the potential effects of interrupting refrigeration,

Bearing in mind that the ATP categories of 'normally insulated', 'refrigerated' and 'mechanically refrigerated' allow for the selection of a container on the basis of the minimum and maximum temperatures for the transport of the foodstuffs in question,

Recalling that the following models of container, whose K coefficients as measured at a testing station in accordance with ATP test procedures conform to that Agreement, may be approved as being normally insulated:

ATP normally insulated category, equipped with a removable (independent or otherwise) or non-removable and non-independent refrigerating appliance;

metal container (for luggage) with additional removable insulation entirely covering the inner walls (sides, ceiling, floor and door) and equipped with a removable (independent or non-independent) or non-removable and non-independent refrigerating appliance. Detailed instructions for fitting the removable insulation should appear on the type-approval certificate,

Informs Governments and the various organizations participating in the work concerning ATP that, during the bimodal air-land transport of foodstuffs covered by ATP, the 'normally insulated ATP' air-surface container is sufficient, if more efficient means are unavailable, subject to the following conditions:

the air-surface containers are delivered directly to, or taken directly from, the aircraft by ATP refrigerated vehicles;

all measures are taken to provide additional natural or dry icing in the event of a prolonged delay;

if necessary, the refrigeration units of the air-surface containers are connected to the power supply."

Annex 5

PROGRAMME OF WORK

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

Description :

- (a) Implementation of the ATP and, if necessary, consideration of its amendment in order to facilitate the international transport of perishable foodstuffs and the costs and benefits involved.
- (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 the ATP, especially by supporting the work in the International Institute of Refrigeration (IIR) Sub-Commission on testing stations.
- (e) Study of elaboration of proposals on the conditions of transport of fresh fruit and vegetables.

Work to be undertaken :

- (a) (i) Consideration of amendment proposals to ATP. (Continuing)
- (ii) Development of a specification and testing procedure for temperature recorders used in the monitoring of air temperatures for transport of quick-frozen foodstuffs (1998) and the elaboration of technical details for calibrating thermometers in the Appendix concerning procedure for the sampling and measurement of temperature for carriage of chilled, frozen and quick-frozen perishable foodstuffs. (1998)
- (iii) Review of the definitions of and standards (in Annex 1) for the carriage of perishable foodstuffs following the Montreal Protocol (new refrigerants and insulating materials). (Continuing)
- (iv) Review of the approval of kit-bodies. (1998)
- (v) Review of short distance cross-border transport of perishable foodstuffs in relation to ATP. (1998)

- (b) (i) The adoption of modular systems. (1998)
 - (ii) Follow-up of resolution No. 243 on "Improving the traffic flow of ATP vehicles for the transport of foodstuffs covered by ATP".
(Continuing)
 - (c) Evaluation of statistical data collected. (Continuing)
 - (d) (i) Consideration of amendment proposals relating to test methods and procedures for the approval of equipment with several compartments. (1988)
 - (ii) Consideration of methods developed by the IIR Sub-Commission on testing stations. (Continuing)
 - (e) Consideration of proposals on the conditions of transport of fresh fruit and vegetables. (1998)
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Annex 6Future Action

Paragraph	Action	Delegation
18	Ask WG.12 for the draft European standard on recorders	France
28	Consideration of the procedure for revision of ATP (art. 18)	All delegations
35	Document on the Franco-Italian experiment	France
43	Proposed amendment to Annex 1, Appendix 1, paragraph 2 (d)	France
48	Two proposals: "X" marking and eutectic systems	France
53	Information on national practices regarding reapproval conditions	All delegations
59	Document on conditions for the transport of bananas and citrus fruits	Germany, Netherlands, United Kingdom
68	Document on border-crossing obstacles	Transfrigoroute International
71	Procedure for the approval of multi-compartment, multi-temperature vehicles	Germany
73	Consult refrigeration appliance manufacturers on the approval procedure for multi-compartment, multi-temperature vehicles	United Kingdom
80	Document on kit-bodies	Transfrigoroute International
