



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.11/198
19 November 1998

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport
of Perishable Foodstuffs

REPORT OF THE WORKING PARTY ON ITS FIFTY-FOURTH SESSION

(2-5 November 1998)

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ATTENDANCE

1. The following ECE member States were represented: Belgium; Czech Republic; Denmark; Finland; France; Germany; Ireland; Italy; Netherlands; Norway; Portugal; Russian Federation; Slovakia; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland; United States of America. The governmental organization International Institute of Refrigeration (IIR), and the non-governmental organizations: International Air Transport Association (IATA), Intercontainer-Interfrigo (ICF) and Transfrigoroute International, also took part in the meeting.

ADOPTION OF THE AGENDA

2. The provisional agenda (TRANS/WP.11/197) was adopted.

ELECTION OF OFFICERS

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

ACTIVITIES OF ECE AND ITS BODIES OF INTEREST TO THE WORKING PARTY

(a) Economic Commission for Europe

Documents: ECE/1998/38; E/ECE/1365

4. The Working Party was informed of the decisions taken by the Economic Commission for Europe at its fifty-third session (23 April 1998), and in particular of the fact that the Commission:

had requested the principal subsidiary bodies to encourage the bodies attached to them to adopt the same presentation for their reports as they themselves used;

had endorsed the follow-up mechanism approved by the Regional Conference on Transport and the Environment, whereby ECE should monitor the overall implementation of the Programme of Joint Action of the Conference by organizing joint meetings of the Bureaux of the ECE Inland Transport Committee and of the Committee on Environmental Policy;

had requested each of its principal subsidiary bodies to consider the serial publications coming within its competence so as to ascertain whether their continuing publication was justified and to communicate the results of their consideration to the secretariat.

(b) Inland Transport Committee

Document: ECE/TRANS/125

5. The Working Party was informed of the results of the sixtieth session of the Inland Transport Committee, with particular reference to the transport of perishable foodstuffs.

6. It also took note of Resolution No. 246 adopted by the Inland Transport Committee on 16 January 1998, instituting a third road safety week in the ECE region, from 1 to 7 May 2000.

ACTIVITIES OF OTHER INTERNATIONAL ORGANIZATIONS DEALING WITH PROBLEMS OF INTEREST TO THE WORKING PARTY

International Institute of Refrigeration (IIR)

7. The representative of IIR reported to the Working Party on activities within IIR, particularly those of the Sub-Commission on test stations.

8. He reported on developments concerning safety coefficients; the Sub-Commission had decided to await a draft directive on environmental labelling in preparation in the European Union.

9. The representative of IIR stressed the need to revise ATP in order to remove provisions that had become obsolete.

10. The Working Party was informed of the preliminary results of a questionnaire prepared by the Sub-Commission on test stations.

11. It invited participants to send any suggestions on improving the quality of the questionnaire to the Sub-Commission.

12. The Working Party invited the Commission on test stations to prepare the final version of the questionnaire for its next session; it would be circulated by the secretariat to the Contracting Parties to ATP.

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

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

14. The Working Party was informed that Estonia had deposited its instrument of ratification on 6 February 1998, i.e. that the Agreement would enter into force for Estonia on 6 February 1999 (see CN.80.1998.TREATIES-3).

(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 ATP certificates

Document: TRANS/WP.11/1998/5

15. The Working Party took note of document TRANS/WP.11/1998/5 and invited the delegations to update the addresses for their respective countries.

16. The Chairman hoped that this document would no longer include telex addresses and invited delegations to give their e-mail addresses.

17. The Working Party decided to include IIF's particulars in the document containing the addresses of test stations.

(c) Exchange of information among Parties under article 6 of ATP

Document: TRANS/WP.11/1998/3

18. The representative of Denmark introduced the work of the informal group on article 6 of ATP, in particular on the distinction between two types of information: the exchange of information on general measures taken by the Contracting Parties to ensure observance of the provisions of the Agreement and mutual provision of information on definite breaches of conformity.

19. He explained the questionnaire prepared by the informal group and annexed to document TRANS/WP.11/1998/3.

20. Some delegations expressed their concerns about the possibility of obtaining data, the confidential nature of the information to be exchanged and compliance with national regulations.

21. The Working Party considered that the exchange of information was necessary and in keeping with article 6 of ATP and invited the Contracting Parties to complete table 1 annexed to this report by 1 February 1999.

22. The Contracting Party noting the violation should transmit table 2, if appropriate, to the competent authority of the country of registration.

23. The Chairman of the Working Party hoped that the secretariat would put information on proposed amendments, depositary notifications and amendments which had entered into force on its Internet page.

SITUATION OF DRAFT AMENDMENTS TRANSMITTED TO THE DEPOSITARY

24. Proposals for amendments to article 18 of ATP had been circulated by depositary notification (see C.N.57.1998.TREATIES-2) and the Working Party heard reservations from some delegations regarding these proposals.

25. The representative of Italy specified that the objection his country had raised did not concern the periods for entry into force proposed in the amendment to article 18 but only the increase of the blocking minority from one to three.

26. The Working Party was informed that the proposed amendments contained in depositary notification C.N.309.1997.TREATIES-2 had not yet entered into force (see C.N.34.1998.TREATIES-1) (redistributed version, dated 22 July 1998).

27. Italy submitted an objection to paragraph 1 of Annex 1; the other draft amendments (article 5, article 10, paragraph 1, changes to annex 1, appendix 2) would enter into force on 30 April 1999.

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) Procedure for the revision of ATP

Document: TRANS/WP.11/1998/1

28. Following the objection submitted by Italy concerning the blocking minority, the Working Party had given a small group the task of drafting a new version of article 18 which all Parties could accept.

29. The small group proposed that the period for entry into force should be reduced and that countries submitting a draft amendment should be able to propose a date for entry into force.

30. The new version of article 18 as adopted by the Working Party is annexed to this report and the secretariat has been asked to submit it to the depositary.

31. On the proposal of Germany, the Working Party adopted the following principles, in order to improve the exchange of information and the procedure for the revision of the Agreement:

- (1) All amendments adopted by the Working Party should be transmitted by the secretariat to the depositary in a single document;
- (2) The presentation of this document should be sufficiently clear to give the Parties the possibility of objecting to specific amendments without affecting the entry into force of other amendments;
- (3) The secretariat should inform the Contracting Parties of the date on which the amendment proposals were sent to New York;
- (4) Any Party submitting an objection or making a notification or a proposal for amendment should immediately so inform the secretariat of the Working Party.

(b) Annex 1, Appendix 2 of ATP, paragraphs 32 to 42

Updating of safety coefficients

Documents: TRANS/WP.11/R.64
TRANS/WP.11/1997/1

32. The updating of the safety coefficients should be discussed initially by the Sub-Commission on test stations; it was decided to leave this item on the agenda for the next session.

(c) Annex 2, Appendix 1 to ATP

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

33. At its last session, the Working Party decided to await the entry into force of the draft European standard (CEN) WI 141-010 and to consider how relevant it might be to refer to it.

34. The representative of France said that the draft standard was well on the way to adoption and the Working Party decided to postpone consideration of this question until its next session.

(d) Annex 3 to ATP

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

35. The representative of Germany informed the Working Party that his country had again submitted to the depositary a draft amendment to Annex 3.

(e) Annex 1, Appendix 1, paragraph 2 (d)

Question of quantity restrictions for the period of validity of type approval certificates and procedures for the inspection of equipment in the same series

Documents: TRANS/WP.11/1997/1
TRANS/WP.11/196, paras. 51-57 and Annex 2

36. The representative of France explained that his proposal amending paragraphs 2 (b) and 2 (d) was intended to take quality insurance systems into account.

37. The representative of the United Kingdom preferred that paragraph 2 (d) should be kept for the time being.

38. Since no delegation had objected to the principle of the proposal by France, the representatives of Germany and France would submit a joint proposal on the question at the next session.

(f) Annex 1, Appendix 4

Definitions of a "non-independent" and "removable" thermal appliance

Documents: TRANS/WP.11/196, paras. 58-62
TRANS/WP.11/R.67
TRANS/WP.11/1997/1

39. The Working Party adopted the proposal by France as annexed to this report (see annex 2) and requested the secretariat to submit it to the depositary.

(g) Annex 1, Appendix 2, paragraph 41

Document: TRANS/WP.11/1998/7

40. The representative of France explained that Annex 1, Appendix 2, paragraph 41 of ATP applied only in cases in which the equipment had undergone a separate test during initial testing to determine the efficiency of its thermal appliance.

41. Confusion should be avoided with paragraph 49 of the same appendix which defined the complete test for the body and all the equipment in service, in the field and under test conditions.

42. The representative of Italy considered that paragraph 41 applied also to equipment in service.

43. The Working Party opted for the interpretation of the representative of France and invited Italy to submit a proposal on the question to it at its next session. If a compromise was found with the Sub-Commission on test stations the draft amendment of France could be sent to the depositary.

FACILITATION OF INTERNATIONAL TRANSPORT OF PERISHABLE FOODSTUFFS

Document: TRANS/WP.11/1998/2

44. At the request of the Working Party, Transfrigoroute International prepared a draft annex to the International Convention on the Harmonization of Frontier Controls of Goods, concerning the facilitation of the movement of ATP equipment carrying perishable foodstuffs.

45. A member of the secretariat reported to the Working Party on the status of the Convention, which was managed by an Administrative Committee independent of the United Nations; this Committee would meet in the course of 1999.

46. The representative of Denmark pointed out that the draft for paragraph 2 of article 3 of the draft annex was not compatible with European legislation.

47. The Working Party adopted the draft with the deletion of article 3, paragraph 2 (see annex 3). It requested the Inland Transport Committee to endorse the draft and to support the application to include it in the International Convention on the Harmonization of Frontier Controls of Goods.

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

Document: TRANS/WP.11/1998/4

48. The representative of the United Kingdom introduced a document prepared in consultation with other experts, on test procedures for multi-compartment multi-temperature vehicles.

49. The representative of Transfrigoroute International said that the document did not reflect the official position of his organization which preferred that the safety coefficient should be kept at 2.5.

50. The representative of France said that technical fact sheet CCT No. 12 was out of date and that the text proposed by the United Kingdom should be adopted for fan delivery volume.

51. The representative of Germany hoped that more time would be available to verify certain technical aspects.

52. The Working Party provisionally adopted the text as annexed to the report (see annex 4) and would come back to it at the next session on the basis of the comments it received.

SCOPE OF ATP

Documents: TRANS/WP.11/1997/3
TRANS/WP.11/1998/8

53. The representative of the Russian Federation introduced his country's proposal contained in document TRANS/WP.11/1998/8 on the question of the scope of ATP, stressing the need to include in ATP the conditions of table 2 annexed to the proposal.

54. He informed the Working Party of the results of the experimental transport of fresh fruit and vegetables in a modified atmosphere.

55. The representative of Spain hoped that provisions on the carriage of fresh fruit and vegetables could be included in ATP.

56. Some delegations were of the opinion that the carriage of fresh fruit and vegetables did not give rise to any public health problems and could be regulated by the laws of the market.

57. The representative of Transfrigoroute International said that some members of his organization were interested in drawing up rules for this type of transport, such as the use of FNA equipment adapted for fresh fruit and vegetables. He added that no conclusive positions had been adopted in this regard.

58. The representative of France considered that while the scope of ATP did include fresh fruit and vegetables which were perishable foodstuffs, he shared the feeling of other delegations regarding the difficulty of including temperature requirements for those products.

59. He maintained that ATP was not exclusively a public health text.

60. He proposed that recourse could be had to the bilateral or multilateral agreements referred to in article 7 of ATP, and that ATP could subsequently be amended if the experience was conclusive.

61. The representative of the Russian Federation stressed the fact that in order to resolve the problems of the quality and undamaged condition of products during international transport operations it was indispensable to have provisions in ATP to regulate the transport of fresh fruit and vegetables.

62. The Chairman proposed that the representative of the Russian Federation should prepare a draft on the transport of fresh fruit and vegetables for the next session of the Working Party.

63. The Working Party decided to keep this item on the agenda.

KIT BODIES

Document: TRANS/WP.11/1998/6

64. The Working Party discussed Transfrigoroute's proposal and decided to come back to it at the next session after it had been considered by the Sub-Commission on test stations.

65. The representative of France wondered whether so detailed a model certificate of conformity was useful.

66. The Chairman of the Working Party said that further explanations and a definition of the concept of manufacture in kit form were needed.

PROCEDURES FOR DETERMINING THE EFFICIENCY OF EUTECTIC BATTERY REFRIGERATION APPLIANCES

Document: TRANS/WP.11/196, paras. 92-93

67. Since no new facts had been submitted on the matter, the Working Party decided to keep this item on the agenda.

REFRIGERANTS

68. The Working Party was informed that Sweden had prohibited the import of equipment using CFCs and HCFCs.

69. The Working Party invited countries which had introduced regulations concerning CFCs and HCFCs to inform it of the fact.

70. The Working Party decided to keep the question on its agenda and to add blowing agents to it.

STATISTICS ON THE TRANSPORT OF PERISHABLE FOODSTUFFS

Results of the pilot questionnaire on transport equipment for perishable foodstuffs

Documents: TRANS/WP.6/1998/3
TRANS/WP.6/1997/20
TRANS/WP.6/R.86
TRANS/WP.6/R.54

71. The Working Party recalled that at its last session it had considered replies to the 1997 pilot questionnaire on transport equipment for perishable foodstuffs (TRANS/WP.6/1997/20), and had asked the secretariat to recirculate it in 1998, after making certain modifications. Specifically, the Working Party had recommended that one column should be added on page 6 of the questionnaire (trailers) between the columns "up to 1,499 kg" and "5,000 to 14,999 kg," and that it should be clarified that data requested in the questionnaire applied only to ATP-approved vehicles "in service" (TRANS/WP.11/196, paras. 98-100).

72. The Working Party was informed that, the Working Party on Transport Statistics (WP.6) at its forty-ninth session, had considered the results of the pilot questionnaire, to which six countries had replied (France, Germany, Norway, Portugal, Spain and Sweden) (TRANS/WP.6/1998/3). As WP.6 had felt that the number of countries able to provide the requested data had been insufficient it had asked the secretariat not to recirculate the pilot questionnaire in 1999, and had decided instead to await further indications from WP.11, and possible input from the Intersecretariat Working Group on Transport Statistics (IWG) (TRANS/WP.6/135, paras. 12-13).

73. The Working Party reiterated the importance of obtaining reliable statistics in this area and recommended that the existing questionnaire should not be changed. Delegations who were able to fill out the 1998 pilot questionnaire, but had not yet done so, were requested to transmit their information to the secretariat as soon as possible. The Working Party decided to keep this item on its agenda and reconsider the issue at its next session, taking into consideration, the opinion, if any, of the IWG Intersecretariat Working Groups.

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

74. The representative of France announced that his Government would submit an application for a directive on perishable foodstuffs to the European Commission, based on the technical provisions of the ATP Agreement.

75. Several delegations supported this step and hoped that a single act by the Community would be a focal point for all issues relating to ATP.

76. The Working Party kept this item on its agenda.

OTHER BUSINESS

Revision of the annexes to ATP

77. Several participants stressed the need to revise the annexes to ATP which dated back 30 years.

78. The representative of the Russian Federation hoped that a chapter devoted to definitions of the terms used in ATP could be included in the agreement.

79. The Working Party decided to include this item on the agenda of its next session and invited delegations to begin by considering how to revise the texts without affecting the substance.

New regulations concerning imports of eggs to the United States

80. The representative of the United States of America informed the Working Party that as from 27 August 1999 shell eggs and egg products imported into the United States must carry certification that shell eggs packed in containers intended for the final consumer had at all times after packing been stored at an ambient temperature of not more than 7.2° C.

81. He recalled that labelling requirements also existed and must be complied with.

Thanks expressed to IIR and its Sub-Commission D2/D3

82. For many years the International Institute of Refrigeration had been of great help to the Working Party on the Transport of Perishable Foodstuffs and not only in the form of contributions to its meetings, in fact, all proposals and amendments dealing with technical matters submitted were based on preliminary work done by IIR's Sub-Commission D2/D3.

83. The Chairman of WP.11 wished on behalf of the Working Party to express its appreciation to IIR, and hoped that the Institute would continue to provide its support in the future.

PROGRAMME OF WORK 1999-2003

84. The Working Party adopted its programme of work for 1999-2003, taking into account the guidelines on the presentation of the activities of the programme of work as defined by the Economic Commission for Europe and the Inland Transport Committee at its sixtieth session (see annex 5).

DATE OF THE NEXT SESSION

85. The Working Party was informed that its fifty-fifth session had provisionally been scheduled for 1 to 4 November 1999.

ELECTION OF OFFICERS FOR THE NEXT SESSION

86. The Working Party elected Mr. M. Eilsoe (Denmark) as Chairman and Mr. T. Tkatchev (Russian Federation) as Vice-Chairman for the next session.

ADOPTION OF THE REPORT

87. The Working Party adopted the report on its fifty-fourth session, with its annexes.

Annex 1

Questionnaire on exchange of information between Contracting Parties under article 6 of ATP

Table 1

**1.1 Exchange of information between ATP member states (Article 6(1) of the ATP Agreement)
(to be completed by 1 April 1999)**

Member State Competent authority 1/
 Contact person Tel./Fax

Who carries out the measures? How often?	What is checked?	Consequences in the case of non-compliance with Article 4(1) of ATP
* traffic police frequency <u>2/</u> 1 2 3 4 5 * road control authority frequency <u>2/</u> 1 2 3 4 5 * customs authority frequency <u>2/</u> 1 2 3 4 5 * authority for the inspection of foodstuffs frequency <u>2/</u> 1 2 3 4 5 * others * *	* Validity of the ATP Certificate (certification plate) * Validity of the distinguishing mark * Damage to the transport equipment * Inspection of the suitability of the transport equipment for the goods to be carried	* Rejection by the control authority * Note in the freight documents and continuation of journey * Report to a competent health authority (Designation of the authority ...): * inspection of the foodstuffs * release/seizure/rejection * Fine for an administrative offence * Amount of the fine about <u>3/</u> * Information from the country of registration (Article 6(2) of ATP) * Other measures
Remarks/amendments		

1/ Competent authority to be included in the document TRANS/WP.11/1998/5.
2/ Distribution of frequency from 1 = rarely to 5 = regularly.
3/ Please indicate range of the amount of the fine in the national currency.

1.2 Statistics on checks for compliance with the ATP Agreement in the year 1/ (optional)

Number of checks under Article 6 of ATP	road checks border checks checks during loading and unloading (by official veterinary authorities)
Number of detected breaches of ATP <u>2/</u>	(total): including: domestically registered vehicles vehicles registered in foreign countries
The highest percentage of defective vehicles was ...% The vehicles were from (Name of country of registration)	
Remarks/amendments	

1/ Please indicate the year of the data.

2/ Without differentiation as to whether the checks were made on roads, at borders or during loading and unloading.

Table 2*

2. Report of specific breaches of conformity
(Article 6(2) of the ATP Agreement)

Period 1/ from to Member State:

Country of registration of the vehicle involved

Date	Registration number of the vehicle or equipment <u>2/</u>	Address of the transport operator or the forwarding agent (if different)	Type of breach <u>3/</u>	Immediate sanctions

* This table shall be transmitted where appropriate by the competent authority which has detected the breach to the competent authority of the country of registration.

1/ The period should not exceed 6 months.

2/ Also registration number of the container or the swap body.

3/ Possibilities: ATP certificate expired - invalid ATP certificate, no distinguishing mark - damage to the means of transport - means of transport not suitable for goods carried.

Annex 2

Texts adopted by the Working Party

First proposal:

AMENDMENTS TO ARTICLE 18 OF ATP

Article 18

1. Any Contracting Party may propose one or more amendments to this Agreement. The text of any proposed amendment shall be communicated to the Secretary-General of the United Nations, who shall communicate it to all Contracting Parties and bring it to the notice of all the other States referred to in article 9, paragraph 1, of this Agreement. The Secretary-General may also propose amendments to this Agreement or its annexes which have been communicated to him by the Working Party on the Transport of Perishable Foodstuffs of the Inland Transport Committee of the Economic Commission for Europe.
2. Within a period of six months following the date on which the proposed amendment is communicated by the Secretary-General, any Contracting Party may inform the Secretary-General
 - (a) that it has an objection to the amendment proposed, or
 - (b) 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 six months prescribed in respect of the initial communication.
4. If an objection to the proposed amendment 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.
5. If no objection to the proposed amendment has been stated in accordance with paragraphs 2 and 3 of this article, the amendment shall be deemed to have been accepted on the date specified below:
 - (a) if no Contracting Party has sent a communication to the Secretary-General in accordance with paragraph 2 (b) of this article, on the expiry of the period of six months referred to in paragraph 2 of this article;
 - (b) if at least one Contracting Party has sent a communication to the Secretary-General in accordance with paragraph 2 (b) of this article, on the earlier of the following two dates:

- the date by which all the Contracting Parties which sent such communications have notified the Secretary-General of their acceptance of the proposed amendment, subject however to the proviso that if all the acceptances were notified before the expiry of the period of six months referred to in paragraph 2 of this article the date shall be the date of expiry of that period;
- the date of expiry of the period of six months referred to in paragraph 3 of this article.

6. Any amendment deemed to be accepted shall enter into force three months after the date on which it was deemed to be accepted. The party submitting the amendment may specify in its proposal, for the purpose of entry into force of the amendment, should it be accepted, a period of more than three months.

7. The Secretary-General shall as soon as possible inform all Contracting Parties whether an objection to the proposed amendment has been stated in accordance with paragraph 2 (a) of this article and whether one or more Contracting Parties have sent him a communication in accordance with paragraph 2 (b) of this article. If one or more Contracting Parties have sent him such a communication, he shall subsequently inform all the Contracting Parties whether the Contracting Party or Parties which have sent such a communication raise an objection to the proposed amendment or accept it.

8. Independently of the amendment procedure laid down in paragraphs 1 to 6 of this article, the annexes and appendices to this Agreement may be modified by agreement between the competent administrations of all the Contracting Parties. If the administration of a Contracting Party has stated that under its national law its agreement is contingent on special authorization or on the approval of a legislative body, the consent of the Contracting Party concerned to the modification of an annex shall not be deemed to have been given until the Contracting Party has notified the Secretary-General that the necessary authorization or approval has been obtained. The agreement between the competent administrations may provide that, during a transitional period, the old annexes shall remain in force, wholly or in part, concurrently with the new annexes. The Secretary-General shall specify the date of the entry into force of the new texts resulting from such modifications.

Second proposal:

Amendments to Annex 1, Appendix 4

The penultimate paragraph of Annex 1, Appendix 4 of ATP should be amended to read:

"If the equipment is fitted with a removable or non-independent thermal appliance and if special conditions exist for the use of the thermal appliance, the distinguishing mark or marks shall be supplemented by the letter X in the following cases.

1. FOR REFRIGERATED EQUIPMENT:

Where the eutectic plates have to be placed in another chamber for freezing.

2. FOR MECHANICALLY REFRIGERATED EQUIPMENT

2.1 Where the compressor is powered by the vehicle engine,

2.2 Where the refrigeration unit itself or a part is removable, which would prevent its functioning."

Annex 3

DRAFT ANNEX TO THE "INTERNATIONAL CONVENTION ON THE HARMONIZATION
OF FRONTIER CONTROLS OF GOODS", CONCERNING THE FACILITATION OF
PASSAGE OF ATP VEHICLES CARRYING PERISHABLE GOODS

Article 1

Principles

1. Given that the transit time available for the marketing and distribution of perishable foodstuffs is limited, any delay in the transport of these foodstuffs can compromise their commercial qualities, and especially their safety and hygiene.
2. Given that refrigeration equipment must be kept functioning during transport, noise and other types of environmental pollution result whenever vehicles are subjected to abnormally long waiting times or held for long periods without proper reason.
3. Pursuant to these principles, waiting times at borders for ATP-approved temperature-controlled vehicles should be as short as possible.

Article 2

Reduction in waiting times

1. Traffic authorities must take all measures available to minimize waiting times for ATP-approved vehicles carrying perishable goods, from the moment of arrival at the border post through to the various legal, administrative, customs and public health checks.
2. Authorities responsible for regulatory checks on perishable goods must carry out their function in such a way as to reduce delays.
3. Refrigeration equipment must be kept functioning during the whole time spent at the border crossing, except where it absolutely has to be temporarily shut down due to the nature of the checks being carried out (e.g. where the vehicle has to be opened up for inspection).

Article 3

Cooperation

The authorities must cooperate with their counterparts in other countries which are party to this Agreement, in order to speed up the passage of perishable goods subjected to public health inspections, in particular through the exchange of information.

Annex 4

Draft amendment to the ATP Agreement concerning test procedures
for multi-compartment and multi-temperature vehicles

E. Test procedures for multi-compartment and multi-temperature vehicles

61. The tests can be carried out:

- (i) either on the complete vehicle, equipped (as the case may be) with one or several thermal devices, or
- (ii) in the case of a mechanically refrigerated vehicle, separately for the bodywork (according to the procedures described in paragraph 2 (c) (iii) (b) of Annex 1, Appendix 1 of ATP) and for the mechanical refrigeration unit when measuring the effective refrigeration capacity according to the procedures described in paragraphs 51 to 59 of the Appendix.

In the case of (ii) above, when installing the mechanical refrigeration unit on the bodywork of the vehicle to be approved, the distribution system of pipes and cables which pass through insulated walls must be insulated so as to limit the losses through the thermal bridges caused by the installation.

62. K-coefficient

The overall heat transfer coefficient of the complete multi-temperature/multi-compartment equipment must be measured as in the procedures described in Annex 1, Appendix 2, paragraphs 1 to 15 for equipment with movable bulkheads, and paragraphs 1 to 15 plus 20 and 21 (b) for equipment with fixed bulkheads.

63. Bulkheads

For multi-compartment/multi-temperature equipment, internal bulkheads which separate compartments shall be treated as follows:

Bulkhead type	Minimum thickness	Assumed K-coefficient
Fixed transverse	45 mm	0.4W/m ² °C
Movable transverse	45 mm	0.7W/m ² °C
Fixed longitudinal	30 mm	0.7W/m ² °C

Notes:

- (i) The above figures have been introduced to facilitate the necessary calculations required to match evaporator refrigeration capacities to the maximum thermal losses of each compartment. They are an assumption and must not be used as a rule to co-relate the K-coefficient against insulation thickness.

- (ii) It is also assumed that manufacturers of these internal bulkheads will use the most effective insulation material available, as they would use to insulate the external side-walls of the vehicle.
- (iii) Use of inferior insulation material in the construction of internal bulkheads will disqualify the manufacturer from using the above facility. Under such circumstances competent authorities will have to measure bulkhead K-coefficients to achieve ATP certification.

64. Multi-temperature mechanical refrigeration unit testing

Testing may be carried out on a complete vehicle or by using the appropriate number of calorimeters. Paragraph 52 of this Appendix defines the appropriate parameters.

Measurement of refrigeration capacity shall be minimized to that produced from the results of testing at $+30/-20^{\circ}\text{C}$ and $+30/0^{\circ}\text{C}$ conditions. Interpolation will provide $+30/-10^{\circ}\text{C}$, and $+30/+12^{\circ}\text{C}$ is accepted as equivalent to $+30/0^{\circ}\text{C}$ for evaporator/compartment performance matching purposes.

The following series of tests must be completed:

(1) At the above conditions, the nominal refrigeration capacity of the condensing unit equipped with one or more evaporators selected by the manufacturer for a maximum operating surface must first be measured.

(2) The refrigeration capacity of each possible evaporator to be used in conjunction with the condensing unit but operating separately must be measured. Measurements of refrigeration capacity shall follow the procedures described in paragraphs 51 to 59 of this Appendix.

(3) Tests must be carried out on a complete refrigeration unit operating as multi-temperature equipment with either two or three evaporators. Air on condenser temperatures shall be controlled at $+30\pm 0.5^{\circ}\text{C}$ during the tests. The internal temperature of each compartment shall be reduced to 0°C . The temperature of one compartment shall be further reduced to -20°C and then maintained at that temperature by the addition of balance heat which is measured and recorded. At the same time a heat load equal to 20% of the separately measured capacity at -20°C of each corresponding evaporator is added to the compartments which remain controlled to 0°C .

The recorded -20°C balance heat is averaged over the test period of four hours and calculated as a percentage of the separately measured capacity at -20°C of that evaporator.

The above process is repeated for the other evaporators/compartments in the multi-temperature equipment on test. The refrigeration capacity results of each evaporator in percentage form must be averaged to give an equipment evaporator mean factor U for two compartment and V for three compartment configurations.

(4) Calculation of the useful capacities of the evaporators in order to apply paragraph 41 of Annex 1, Appendix 2

The operational capacities to be used to match multi-temperature refrigeration equipment to multi-compartment vehicle bodies are considered to be U% or V% multiplied by the individual evaporator capacity as operating in conjunction with the condensing unit.

65. Evaporator airflow

Each alternative evaporator's fan delivery volume and mean airspeed will be measured using an internationally recognized method (such as BS 848, AMCA 210-85, DIN 24163, NFE 36101, NFX 10102, DIN 4796).

66. Test report

A test report (Model 11) shall be completed to include the results of the above testing of the multi-temperature mechanical refrigeration unit.

67. Calculations and certification

Using the test report (Model 11), calculations shall be made to ensure that the measured nominal refrigeration capacity of the condensing unit at +30/-20° C conditions is at least 1.75 times the thermal losses through the sidewalls, floor, front bulkhead, roof and doors of the vehicle when operating at -20° C internal temperature in a +30° C external temperature. Similar calculations shall be made for +30/-10° C, and +30/0° C conditions.

Secondly, U% and V% of the measured refrigeration capacity of each evaporator operating alone at +30/-20° C conditions, must be at least 1.75 times the calculated thermal losses through the sidewalls, floor, bulkheads/doors and roof of the compartment in which the evaporator operates. Similar calculations shall be made for +30/-10° C and +30/0° C conditions.

Thirdly, the measured evaporator delivery volume in m³/h divided by the maximum volume of the compartment in which the evaporator operates must be at least 40 (air changes per hour).

Finally, a multi-temperature/multi-compartment model ATP certificate must be produced for the vehicle.

68. Procedure for testing and certification of multi-compartment mechanically refrigerated units, where cold air is blown by fans from the low temperature compartment to control the temperature in the second compartment

Testing may be carried out on a complete vehicle or by using the appropriate number of calorimeters. Paragraph 52 of this Appendix defines the appropriate parameters.

If the vehicle is fitted with a movable bulkhead, the bulkhead shall be placed in its out-of-use position horizontally stored at roof level.

The refrigeration capacity of the complete mechanical refrigeration unit is measured according to paragraphs 51 to 59 of this Appendix at +30/-20° C and +30/0° C conditions.

The movable bulkhead is positioned in place to maximize the size of the higher temperature compartment. The mechanical refrigeration unit is then operated at +30/-20° C conditions. Bulkhead fans are operated continuously, and if necessary balance heat is added to the rear compartment to maintain its temperature at -20° C. Similarly, these tests are repeated at +30/0° C conditions.

Evaporator fan and bulkhead fan delivery volumes and airspeeds shall be measured.

A test report (Model 12) shall be prepared from the results of testing.

Using the test report, calculations must show that the refrigeration capacity of the complete refrigeration unit is at least 1.75 times the thermal losses through the floor, roof, sidewalls, front bulkhead and rear doors of the complete vehicle at +30/-20° C and +30/0° C conditions.

Similarly, for the high temperature compartment at its maximum size, the test report shall provide the maximum available refrigeration effect. By calculation this effect must be at least 1.75 times the thermal losses of this compartment under +30/-20° C, +30/-10° C or +30/0° C conditions.

The measured evaporator delivery volume in m³/h divided by the maximum volume of the compartment to which the air is delivered must be at least 40 (air changes per hour).

An ATP certificate for this multi-compartment vehicle can then be issued.

For equipment with fixed bulkheads, the K-coefficient of the complete body must be measured according to paragraphs 1 to 15, plus paragraphs 20 and 21 (b). Refrigeration testing must follow the procedures outlined at the beginning of this paragraph.

69. Control of the operation of a complete new multi-temperature/
multi-compartment vehicle

This test shall be carried out on site by the competent authority.

Its objective is to check that the refrigeration unit thermostat controls the temperature set-point to within ± 1.0° C in each compartment.

For example, at the following temperatures for a vehicle with three temperature-controlled compartments:

-20/-20/-20° C; 0/+12/-20° C; +12/-20/0° C.

Annex 5

PROGRAMME OF WORK FOR 1999-2003

Activity: 02.10

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

Description:

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

Work to be undertaken:

- (a) Consideration of amendment proposals to ATP to ensure it is updated as necessary (continuing)

Output expected by the end of 2000:

Entry into force of the revision of Annexes 2 and 3 of ATP

Priority: 1

- (b) Elaboration of a procedure for the revision of ATP in order to accelerate the entry into force of texts adopted by the Working Party (2000)

Output expected by the end of 2000:

Entry into force of the revision of Article 18 of ATP.

Priority: 1

- (c) General review of the Annexes of ATP to update the texts (2003)

Output expected by the end of 2000:

Final version of the first draft of the major changes to the Annexes.

Priority: 1

- (d) Exchange of information on the implementation of ATP under Article 6 (continuing)

Output expected by the end of 2000:

Preparation of a document on an annual basis concerning information exchanged between Contracting Parties on the implementation of ATP.

Priority: 1

- (e) Follow-up of resolution No. 243 on "Improving the traffic flow of ATP vehicles for the transport of foodstuffs covered by ATP" for better facilitation (continuing)

Output expected by the end of 2000:

Finalization of an annex to the International Convention on the Harmonization of Frontier Controls of Goods;

Consideration of the difficulties encountered at border crossings, for the transport of perishable foodstuffs, on an annual basis.

Priority: 2

- (f) Consideration of proposals on the conditions of transport of fresh fruit and vegetables (2003)

Output expected by the end of 2000:

Completion of the consideration of the feasibility of introducing rules for the transport of fresh fruit and vegetables into ATP.

Priority: 2

- (g) Consideration of amendment proposals relating to test methods and procedures for the approval of multi-compartment and multi-temperature vehicles, to take account of technical developments (2000)

Output expected by the end of 2000:

Entry into force of a new amendment to ATP on multi-compartment and multi-temperature vehicles.

Priority: 2

- (h) Process of integration in Europe in relation to ATP (2000)

Output expected by the end of 2000:

Cooperation with the Commission of the European Communities with the aim of harmonizing European regulations with ATP.

Priority: 2

- (i) Review of the definitions and standards (in Annex 1) for the carriage of perishable foodstuffs following the Montreal Protocol to take account of new refrigerants and insulating materials and environmental constraints (continuing)

Output expected by the end of 2000:

Contribution to the promotion of less polluting vehicles and fuels, as recommended in the Programme of Joint Action adopted by the Regional Conference on Transport and the Environment (Vienna, 12-14 November 1997).

Priority: 2

- (j) Review of the approval of kit bodies (2000)

Output expected by the end of 2000:

Entry into force of a new amendment to ATP on the approval of kit bodies.

Priority: 2

- (k) Improvement in the collection of statistics concerning the transport of perishable foodstuffs (2000)

Output expected by the end of 2000:

Collection of data and improvement of the pilot questionnaire, in cooperation with WP.6.

Priority: 2

- (l) Consideration of methods developed by the IIR Sub-Commission on testing stations (continuing)

Output expected by the end of 2000:

Account taken of the work done by IIR relating to the transport of perishable foodstuffs.

Priority: 3
