



Economic and Social Council

Distr.: General
15 August 2011
English
Original: French

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Perishable Foodstuffs

Sixty-seventh session

Geneva, 25–28 October 2011

Item 5 (a) of the provisional agenda

Proposals of amendments to ATP: Pending proposals

Tests for renewal of ATP certificates for dependent equipment at six and nine years¹

Transmitted by the Government of France

Context

1. The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP), signed in 1970, originally included a test for the renewal of certificates at six years. While the tests are clearly set out for refrigerator equipment, the requirements for mechanically refrigerated equipment are very limited. The efficiency test must be conducted at an outside temperature of more than 15 °C.
2. In 1995, ATP was amended to clarify these tests. An upper limit of six hours for cool-down to the class temperature was added. In 2008, the Working Party on the Transport of Perishable Foodstuffs (WP.11) voted in favour of a new agreement for cool-down tests with a view to the renewal of ATP certificates of independent mechanically refrigerated equipment.
3. However, ATP remains very vague about the test for the renewal of dependent equipment. France submitted an informal proposal on this matter in 2007. The present proposal is to integrate that procedure into ATP.
4. Following an informal communication in 2008, the Government of France proposed a draft amendment in 2009 and again in 2010. The draft itself was amended in 2010

¹ In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106; ECE/TRANS/2010/8, activity 02.11).

following comments from the members of WP.11, and again in 2011 in response to the opinion of the Sub-Commission D2 on Refrigerated Transport (CERTE) from the International Institute of Refrigeration (IIR) testing centres.

Current situation

5. For many years, the renewal of ATP certificates in France was based on a theoretical calculation of the ageing of the unit. This method is no longer valid given the changes in the foam.

6. The competent authority in France, in cooperation with Transfrigoroute France and Cemafrroid, the official ATP testing station, worked on new protocols for the more than 10,000 tests conducted each year. The objective was to develop a robust, simple and cost-effective test.



Equipment being tested for efficiency in a test centre



Verification of equipment by experts

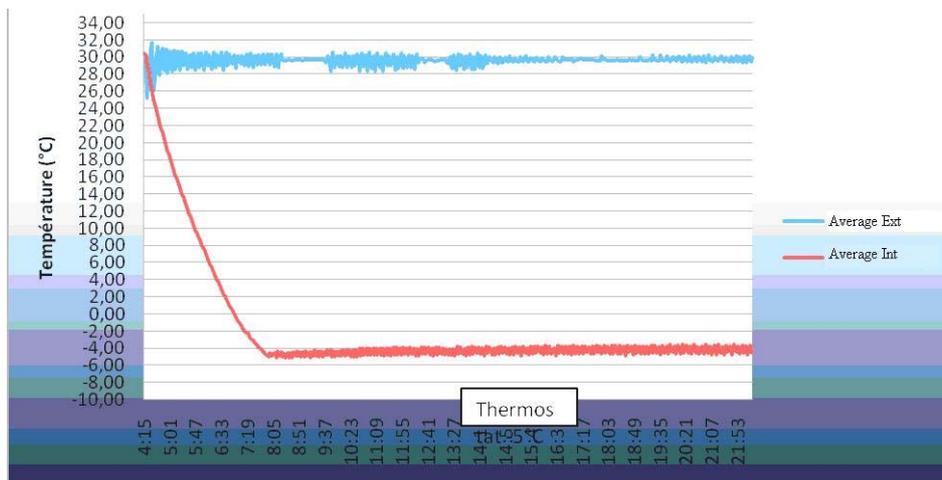
Constraints for dependent equipment

7. Most dependent equipment is used for distribution. The equipment runs a significant amount of time while the vehicle engine is idling. It requires significant cool-down capacity, but also sufficient capacity to maintain the class temperature while the engine is idling.

Proposed test protocol

8. With this in mind, the following checks are proposed:
- Cool-down capacity of the unit under electric power or powered by the vehicle engine;
 - Capacity to maintain the temperature below the class temperature for at least an hour and a half after stabilizing while the engine is idling with a tolerance of 100 revolutions per minute.

Temperature change inside the container while a dependent unit is running – average external temperature of $30\text{ °C} \pm 0.5\text{ °C}$



Example of a cool-down test recording

Impact of the test

Technical impact of the test

9. These tests have been used in France since 2002. About 5,000 tests of dependent equipment at six and nine years are conducted per year.

10. Of equipment that has not been properly serviced before testing, between 20 and 30% does not pass. With proper servicing, less than 3% of equipment fails. Equipment is now serviced before testing. The results clearly show the relevance of these tests if one compares vehicle performance before and after servicing.

11. Overall, the test protocol put in place in France in 2002 has greatly enhanced levels of performance and maintenance of the equipment. Equipment that cannot cool down to and maintain the temperature in class C may, if it passes the test for class A, be downgraded to this class.

Economic impact of the procedure

12. Furthermore, there is a drop in fuel consumption and operating costs. The tests conducted show that equipment takes much longer to cool down before it is serviced than after. Both cool-down time and fuel consumption may double for poorly maintained equipment.

13. Given that in France the cost of the test is around 400 euros for a three-year renewal, introducing this procedure brings benefits in terms of energy savings and improved performance.

Conclusion

14. On the basis of these findings, the proposed protocol seeks to harmonize ATP and establish a more equitable procedure.

15. To allow users to adapt, these provisions will apply only to equipment manufactured after these provisions take effect. Vehicles in service on this date may be tested under the protocol currently in force for as long as they remain in service.

Proposed amendment

Annex 1, appendix 2

6. [...]

6.2 Mechanically refrigerated equipment

Independent equipment

It shall be verified that, when the outside temperature [...]

[...] for a further period of not more than three years.

Dependent equipment

It shall be verified that, when the outside temperature is not lower than 15 °C, the inside temperature of the empty equipment can be maintained at the class temperature for a minimum period of an hour and a half after cool down and stabilization when the engine is running at the idle speed set by the manufacturer (where applicable) with a tolerance of ± 100 revolutions per minute.

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

(ii) Transitional provisions applicable [...]
