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INLAND TRANSPORT COMMITTEE

Working Party on the Transport
of Perishable Foodstuffs

**REPORT OF THE WORKING PARTY ON ITS FORTY-SEVENTH SESSION
(4-7 November 1991)**

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REPORT

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; Spain; Sweden; Switzerland; Union of Soviet Socialist Republics; United Kingdom; United States of America. The following intergovernmental organization was represented: International Institute of Refrigeration (IIR). The following non-governmental organizations were represented: Transfrigoroute International and the International Road Transport Union (IRU).

ADOPTION OF THE AGENDA

2. The provisional agenda (TRANS/WP11/183) was adopted.

ELECTION OF OFFICERS

3. Mr. M. DE CLIPPEL (Belgium) was elected Chairman and Mrs. N. MELIK (France) was elected Vice-Chairman.

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

4. The Working Party took note of the discussions at the fifty-third session of the Inland Transport Committee concerning the activities of the Working Party (ECE/TRANS/85, paras. 154 to 160 and ECE/TRANS/85/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

5. A member of the secretariat drew the Working Party's attention to a proposal for a survey transmitted by IRU to the Working Party on Transport Statistics (TRANS/WP6/R.47). The purpose of that statistical survey was to collect information on the present stock of motor vehicles, trailers, semi-trailers and swapbodies used for the carriage of perishable foodstuffs.

6. Another member of the secretariat also raised the problem of the permitted width of lorries used for carriage under controlled temperatures.

7. That width was laid down in a Brussels directive and included in the ECMT resolution; it had been set at 2.60 m for refrigerated transport. However, there was a type of transport which, for specific reasons, was effected at a higher than ambient temperature and used the same type of vehicle. If the k co-efficient changed over a period of time, the vehicle would be declassified and could continue to be used for the type of transport in question.

8. The Working Party was invited to consider this problem in the context of the applicability of ATP and the conditions specific to the vehicles in question.

9. The Working Party on Standardization of Perishable Produce held its forty-seventh session from 30 October to 1 November 1991. It revised 12 UN/ECE Standards to coordinate commercial quality requirements with revisions or amendments proposed by the EEC and the OECD Scheme for the Application of International Standards for Fruit and Vegetables. Four draft standards were adopted as new Recommendations. The Recommendation for Decorticated and Decorticated Peeled Pistachio Nuts was adopted as a new Standard, as was the Codex Standard for Vegetable Juice. This standard had been worked out by the Joint ECE/Codex Alimentarius Group of Experts on Standardization of Fruit Juices.

10. In considering the scope and application of the UN/ECE Standards, the Working Party agreed that its standards should be applicable in international trade and dropped reference to "trade between and to European countries" which in the past had been considered to possibly limit the standards to a regional role. The Working Party also reconfirmed that the Meeting of Experts on Coordination of Standardization of Fresh Fruit and Vegetables would elaborate, revise and amend UN/ECE Standards, while the OECD Scheme would work on the application of standards and prepare explanatory brochures on the interpretation of UN/ECE Standards.

11. The final report of the Working Party will be circulated to participants under document symbol AGRI/WP1/R.56 in the near future.

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. A member of the secretariat said that no new accessions to the Agreement had been registered during the year.

13. The Chairman welcomed delegations taking part in the work of the Working Party for the first time.

(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

14. The secretariat requested representatives to provide information on any changes in test stations and competent authorities.

15. The information provided will be issued when document TRANS/GE.11/R.76/Rev.1 is updated.

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 following amendments had entered into force:

The amendment to Annex 2 of the Agreement (temperature of quick-(deep-)frozen and frozen foodstuffs) proposed by the United Kingdom, entered into force on 28 March 1991;

The amendment to Annex 1 of the Agreement (thickness of side walls) proposed by Sweden, entered into force on 15 May 1991;

The amendment to Annex 1, appendix 2 (amendments to the wording of the new test reports) proposed by France and the United Kingdom, entered into force on 30 September 1990.

17. The amendment to Annex 1, proposed by the United Kingdom (CN.9.Treaties-1 of 12 May 1990), will enter into force on 13 December 1991. This amendment concerns Annex 1, Appendix 1, paragraphs 1 and 4, and Annex 1, Appendix 2 of ATP (Amendments to test reports reproduced in document E/ECE/810-E/ECE/TRANS/563/Amend.1/Rev.1).

18. The representative of Germany said that his country had submitted the amendments to paragraphs 52, 55, 59 and 80 of ATP Annex 1, Appendix 2 (CN.190.1991.Treaties-2) to the depositary.

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

19. The representative of France said that in a spirit of compromise, she was making a proposal which would represent an advance on the previous situation.

20. This proposal took the following form:

End of article 10, insert:

"New Contracting Parties acceding to ATP as from ... 1/ and applying article 10, paragraph 1, shall not be entitled to enter any objection to draft amendments in conformity with the procedure provided for in article 18, paragraph 2.

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

21. The representative of the United States said that he was unable to adopt any position during the current meeting and that he would transmit his country's official decision to the secretariat.

Annex 1, Appendix 2, paragraph 29 (ageing coefficient)

22. The representative of IIR said that, owing to the use of new insulation materials, it was not for the time being possible to give the new ageing coefficients with any precision.

23. The representative of France said that when monitoring of vehicles in service as insulated equipment was performed in the field by experts, it led to non-standard, inaccurate and non-reproducible tests which were burdensome since they meant that the owner had to immobilize his vehicle for a day.

24. He said it would be useful to add "minimal" provisions to the provisions of Annex 1, Appendix 2, paragraph 29, the implementation of which would enable tunnel tests of vehicles to be eliminated, provided that the conclusions of the general field review of the equipment were positive on expiry of the statutory period and that the updated K coefficient remained below the statutory limits.

25. In the last 15 years, France had carried out two statistical studies of several thousands of vehicles on changes in the K coefficient over a period of time. A third study, covering vehicles with a large internal width, had been in progress for five years and would end in 1992.

26. The coefficients for updating coefficient K determined in this way were 1.3 after six years' operation and 1.5 after nine years. Comparable updating coefficients were also applied in other European Economic Community countries. Those coefficients were compromises applied at the expiry of statutory time-periods, whatever the transport mode.

27. Their aim was to eliminate tunnel tests for 80 per cent of the vehicles whose updated K coefficient remained below the statutory limits. The values of these coefficients used for updating were subject to review in the light of further experiments.

28. A draft amendment to paragraph 29 (v) of ATP might be considered. That paragraph could be replaced by the following sentence:

"(v) The thickness of the walls and the calculation of the K coefficient updated by the following coefficients: 1.3 on the first date of expiry after 6 years and 1.5 on the expiry of the following period after 9 years."

29. The Working Party decided to keep the question on the agenda for the following session and requested delegations to communicate their comments on the matter to the secretariat.

Annex 1, Appendix 2, paragraphs 6, 8, 10, 12, 18 and 27

30. At its forty-sixth session, the Working Party had adopted in principle an amendment to Annex 1, Appendix 2, paragraph 6, of ATP (TRANS/WP11/182, Annex 1).

31. On the proposal of IIR, the Working Party resumed discussion of paragraph 6 in the light of the latest work carried out by the International Institute of Refrigeration.

32. A new draft of paragraph 6 was adopted and can be found in Annex 2 to this report.

33. The representative of France submitted a proposal concerning the mean temperature of the insulated chamber and that of the walls of the body of tank vehicles intended for the carriage of liquid foodstuffs throughout the duration of the test (TRANS/WP11/R.24).

34. She recommended that paragraph 18 of Appendix 2 should be brought into line with paragraph 8 of that Appendix.

35. The Working Party adopted a new text for paragraph 18 as reproduced in the Annex 1 to this report.

36. The representative of Germany undertook to submit Annex 1 to this report containing amendments to Annex 1, Appendix 2, paragraphs 6, 8, 10, 12, 18 and 27, of ATP to the Depositary.

37. The representative of France proposed a draft amendment (see Annex 2 to this report) which would enable vehicles with an external width, and particularly refrigerated equipment in service, to remain in use for the carriage of deep-frozen foodstuffs even if the K coefficient of the body exceeded the statutory limits for class IR.

38. The Working Party decided to keep this question on the agenda of its next session and asked delegations to transmit their comments on the matter to the secretariat.

Annex 3

39. The Working Party at its forty-sixth session defined maximum temperatures for the various categories of chilled foodstuffs, although the temperature of +2° C remained between square brackets for untreated prepacked fish, molluscs and crustaceans. Some delegations considered that temperature to be too low for proper temperature control and thought that attention should be paid to compliance with paragraph 4 of Annex 3 which stipulated that no freezing should occur at any point of the load.

40. Other speakers recalled the requirements of food hygiene, particularly regarding microbial risks. The United Kingdom delegation stressed that the question was essentially one of quality.

41. The Working Party decided to delete the square brackets mentioned above round the temperature of +2° C with the reservations entered by the representatives of the United Kingdom and Norway.

42. The representative of France said that it was technically possible to avoid freezing the surface of foodstuffs while maintaining a maximum temperature of 0° C above the load. It could be done by placing the thermostat sensor at the outlet rather than at the intake of the evaporator and by keeping ventilation operating at maximum output throughout carriage. It was common for such changes to be made to standard refrigeration units for the carriage of fragile fruits and vegetables.

43. The Working Party will resume consideration of this annex, as reproduced in Annex 3 to this report, at its next session.

MEASUREMENT OF THE TEMPERATURE OF FOODSTUFFS DURING TRANSPORT

44. The representative of the United Kingdom stressed his country's interest in this matter as studied in the documents which he had already submitted to the Working Party: TRANS/WP11/R.10, R.21 and R.25.

45. He recalled that temperature monitoring should be part of ATP requirements and that it was not sufficient for temperatures to be defined in Annexes 2 and 3 to ATP; a monitoring procedure and minimum specifications for monitoring instruments needed to be defined in a new Annex 4. That proposal paralleled the mandatory requirements adopted by the European Community for quick-(deep)-frozen products. Following a discussion of the question, the representative of the United Kingdom said that temperature monitoring should form part of the inspection process and that it had the advantage of clearly defining the liabilities of the various parties involved in the carriage of perishable foodstuffs.

46. With reference to liability, the representative of Transfrigoroute International stated that for contracted transport there was an obligation of means and an obligation of result but that ATP, which was a public law agreement, took precedence over the CMR and CIM Conventions.

47. The representative of the Netherlands said that he could take a positive attitude towards promoting the voluntary use of temperature monitoring devices but, in view of technical advances, among other things, it would be premature to make the use of such devices compulsory.

48. The representative of France noted that temperature recording had been used in maritime containerization for a number of years and that very reliable temperature recorders could be rented. He drew the Working Party's attention to the problems of grading and interpretation which arose both in quality control and in statutory checks.

49. The representative of France considered that the equipment should be restricted to a recorder placed in the vehicle and not inside the foodstuff carried. That would relieve the carrier of liability and would facilitate the interpretation of the receiving expert, particularly with the use of more sensitive external probes.

50. He announced that research was in progress on the study of the kinetics of cooling with some dozen different temperature recorders and promised to transmit the results of the study to the Working Party at its next session.

51. The representative of the United Kingdom said that he could not go ahead with the study of temperature measurement if he did not have the approval of the Working Party.

52. The representative of Transfrigoroute International stressed that, if article 4 of ATP was used as a basis, a draft fourth annex to ATP could be elaborated to deal with measurements, monitoring and the description of temperature-recording instruments. He thought that that was very important for fleet operators and was a step towards harmonization of transport facilitation procedures.

53. The representative of the USSR informed the Working Party about the various systems for inspecting and monitoring the temperature of perishable foodstuffs applied in his country for rail transport.
54. The Working Party requested the representatives of the United Kingdom and the USSR, and all other delegations to send the secretariat their contributions to the draft of the new Annex 4 to ATP.
55. The representative of IIR offered to submit material for the preparation of the new draft annex for the next session.
56. The Working Party included this question on the agenda of its next session.

DEFINITION OF "CONTAINER" FOR THE PURPOSE OF ATP

57. The representative of Sweden submitted his country's proposal contained in document TRANS/WP11/R.23, the purpose of which was to include in Chapter III, article 5, and in the first footnote of Annex 1, a reference to technical characteristics according to the definition contained in ISO standard 1496/2.
58. The representative of the Netherlands expressed the hope that before any amendment was made it would be ascertained that such a definition would not involve any practical or legal consequences which had not yet been envisaged.
59. The representatives of Ireland and the United States of America voiced the same concern.
60. So as to clarify matters for the Working Party, a member of the secretariat presented the various definitions of the term "container" used in the TIR Convention, the 1972 Customs Convention on Containers and the draft POOL Convention. The definitions contained in the last-mentioned Convention would be presented to the Working Party on the adoption of the draft.
61. He drew the Working Party's attention to the problems of monitoring which could arise by excluding a number of containers, in view of the fact that containers were defined not according to their use but according to their technical characteristics.
62. The representatives of Italy and Sweden offered to prepare new proposals for the Working Party at its next session.
63. The Working Party invited all delegations to send their contributions to the secretariat in time to be translated.
64. The Working Party decided to keep the question on the agenda of its next session.

TRANSPORT OF PERISHABLE FOODSTUFFS BY ROAD/AIR

65. At the forty-sixth session of the Working Party, the representative of Denmark had raised the question of the application of ATP to air freight containers which used international road transport on leaving the airport when they were non-ATP-approved.

66. The representative of IIR presented the results of a survey of European airlines carried out by his Institute. According to the survey, temperature monitoring was often non-existent with baggage compartment temperatures ranging from +15° C to +20° C. However, a battery-powered air freight container considered to be refrigerated, with temperatures varying between -35° C and 15° C, did exist.

67. The representative of IIR, replying to the question raised by the delegation of Denmark, said that perishable foodstuffs could be carried in insulated air freight containers, between Contracting Parties to ATP, over distances not exceeding 150 km.

68. Further to that information, the representative of France said that such containers could be simply sheeted, covered with a metal cover or insulated. Some such containers were fitted with a thermal device, others not.

69. The representative of the USSR noted that perishable foodstuffs could be transported by combined air/land transport over distances of 1,500 to 2,000 km.

70. The representative of France said that technology in that sphere was still at the research stage and that it was premature to establish a limit like 150 km. Moreover, not all airports had refrigerated warehouses.

71. A number of representatives considered that ATP should be scrupulously respected until air carriers had established strict standards for their containers which would be acceptable from the point of view of health and quality checks.

72. The Working Party requested the secretariat to draw the attention of the competent air transport organizations to the matter.

73. The Working Party kept this question on the agenda of its next session.

FACILITATION OF THE TRANSPORT OF PERISHABLE FOODSTUFFS

74. The representative of Transfrigoroute International deplored the fact that the Working Party on Customs Questions Affecting Transport had not given consideration to the substance of his proposals and had been of the opinion that the necessary international legal framework already existed in the form of the International Convention on the Harmonization of Frontier Controls of Goods.

75. He emphasized that that view was not satisfactory in the eyes of his Association and wondered whether it might not be advisable to transmit these proposals to the facilitation experts of the Principal Working Party on Road Transport.

76. The representative of France referred to the new situation created by the Community directive which set up between 150 and 200 checkpoints on the borders of the Community. She noted that it would no longer be possible to speak of "transit" as far as harmonized foodstuffs transport within the Community was concerned, since goods would be subject to health checks at Community borders and would circulate freely within the Community.

77. The representative of the Netherlands expressed the hope that the Working Party would continue to consider this issue, which indeed fell within its jurisdiction, and would look for a solution to the problem in the form of a further annex to ATP or a resolution.

78. After every delegation had given an opinion on the subject, most supported the proposals of Transfrigoroute International. The Swedish delegation, however, reserved its position on the matter.

79. The Working Party requested Transfrigoroute International and the various delegations to make specific proposals for the next session.

80. The Working Party kept this question on the agenda of its next session.

INTRODUCTION OF MODULAR SYSTEMS FOR THE CARRIAGE OF PERISHABLE FOODSTUFFS

81. A member of the secretariat introduced an informal document containing references to ISO standards which might interest the Working Party.

82. The representative of Transfrigoroute International reminded the Working Party of the proposals which he had submitted at its last session and stressed the importance that his organization attached to the international adoption by all countries of a width of 2.60 m. He recalled that, where dimensions were concerned, the EEC and the countries of EFTA were on the point of coming to an agreement on a standard for ATP swapbodies.

83. He also considered that it would indeed be a pity if swapbodies could not be used in road traffic because their dimensions exceeded those established in the regulations of the Community, ECMT and others.

84. He went on to say that maintaining temperature conditions also meant that the Working Party could well concern itself with problems of regrouping packaging, and constitution of pallets so as to ensure proper load stability and ensure, particularly for fresh products which breathed and/or gave off heat, proper circulation of cold air within the mass of the load.

85. The representative of the United States of America voiced his concerns as to the implications for international trade of Germany's new regulations concerning packaging and increased recycling, and as to German importers' preference for returnable pallets of 80 x 120 cm, over 100 x 120 cm pallets.

86. The representative of the Netherlands furnished information on this regulation, the aim of which was to protect the environment by dealing with waste. He said that a similar regulation had already come into force in the Netherlands and that a draft directive on packagings, in particular for perishable foodstuffs, was being discussed by the European Economic Community.

87. The Working Party decided to keep this question on the agenda of its next session and requested delegations to report on the situation in their respective countries.

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

88. The representative of the Netherlands gave an overview of the recent development of transport policy within the Commission of the European Communities.

89. The representative of France stressed the importance of Community harmonization in the carriage of perishable foodstuffs once frontier controls of foodstuffs had been eliminated. That harmonization process should also take account of the technical requirements of ATP.

90. The Working Party requested the secretariat to follow the work of the various international organizations concerned with the carriage of perishable foodstuffs, particularly the Commission of the European Communities.

91. The Working Party kept this item on the agenda of its next session.

PROGRAMME OF WORK

92. The Working Party adopted its Programme of Work for 1992-1996 as it appears in the annex to this report.

OTHER BUSINESS

93. The Working Party requested the secretariat to remind participants to submit their contributions in time prior to each session.

Date of the next session

94. The Working Party was informed that its forty-eighth session had provisionally been scheduled to take place from 19 to 22 October 1992.

Distribution of documents

95. 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

96. The Working Party adopted the report on its forty-seventh session, together with its Annexes.

Annex 1

AMENDMENTS ADOPTED BY THE WORKING PARTY

ANNEX 1, APPENDIX 2,

Paragraph 6

The mean outside temperature and the mean inside temperature of the body, taken over a steady state period of not less than 12 hours, shall not vary by more than $\pm 0.3^{\circ}\text{C}$ and these temperatures shall not vary by more than $\pm 1.0^{\circ}\text{C}$ during the preceeding 6 hours.

The difference between the thermal capacity measured over two periods of not less than 3 hours at the start and at the end of the steady state period, and separated by at least 6 hours, shall be less than 3%.

The mean values of the temperatures and thermal capacity over at least the last 6 hours of the steady state period will be used in K coefficient calculation.

The mean internal and external temperatures at the beginning and the end of the calculation period of at least 6 hours shall not differ by more than 0.2°C .

Paragraph 8

Fifth line, replace "not less than 20°C " with " $25^{\circ}\text{C} \pm 2^{\circ}\text{C}$ ".

Sixth line, delete "about" and add " $\pm 0,5^{\circ}\text{C}$ " after 20°C .

Paragraph 10:

Tenth line, after "sufficient to" insert "obtain 40 to 70 air changes related to the empty volume of the tested body. The air distribution around all internal surfaces of the tested body shall be sufficient to ensure ...".

Penultimate line replace " 3°C " with " 2°C ".

Paragraph 12:

At the end add "Electrical cable losses between the heat input measuring instrument and the tested body shall be established by a measurement or calculation and subtracted from the total heat input measured".

Paragraph 18:

"Throughout the test, the average temperature of the insulated chamber must be kept uniform and constant to within $\pm 0.5^{\circ}\text{C}$, at a level such that the difference in temperature between the inside of the equipment and the insulated chamber is not less than $25^{\circ}\text{C} \pm 2^{\circ}\text{C}$, with the average temperature of the body walls being kept at $+ 20^{\circ}\text{C} \pm 0.5^{\circ}\text{C}$."

Paragraph 27:

Third line, after $\pm 10\%$, add: "when using the method of internal cooling and $\pm 5\%$ when using the method of internal heating."

Annex 2

I. AMENDMENT TO ANNEX 1, PARAGRAPH 3

Class F. The second sentence should read:

"The K coefficient of equipment of classes B, C, E and 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 0.60 W/m²K, provided that the initial approval has been made in compliance with paragraph 41 of Appendix 2 of this Annex."

II. AMENDMENT TO ANNEX 1, APPENDIX 4

Amend footnote as follows:

"Only for vehicles in service."

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 indicated as 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 <u>6/</u> 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>	must always be carried in melting ice
VII. Untreated prepackaged: fish, molluscs and crustaceans <u>4/</u>	+ 2° C

Notes

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 4

DRAFT PROGRAMME OF WORK FOR 1992-1996

HARMONIZATION OF REGULATIONS AND STANDARDS RELATING TO THE INTERNATIONAL
TRANSPORT OF PERISHABLE FOODSTUFFS AND FACILITATION OF ITS OPERATION

(a) Application of the Agreement on the International Carriage
of Perishable Foodstuffs and on the Special Equipment to be used
for such Carriage (ATP) and, where appropriate, amendment of ATP

Description: In order to facilitate the international transport
of perishable foodstuffs, suitable action is taken for implementing
the Agreement as widely as possible and for amending as necessary
its provisions.

<u>Work to be undertaken</u>	<u>Deadline</u>
1. Amendments proposals to Annex 1 and follow-up of their implementation	19-22 October 1992
2. Consideration of draft Annex 3	19-22 October 1992
3. Review of the drafting of a new Annex 4 concerning the measurement of temperatures during the transport of perishable foodstuffs	1995
4. Updating of the list of addresses of testing stations officially designated by the competent authority of the countries parties to ATP	Continuing
5. Review of the definitions of and standards (in Annex 1) for the carriage of perishable foodstuffs following the phase out of both CFC blown insulating materials and CFC refrigerants under the Montreal Protocol.	Continuing

(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

Description: Review of proposals to improve ATP

Work to be undertaken

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| 1. Consideration of proposals on the definition
of "container" for the purpose of ATP | 1995 |
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Deadline

2. Consideration of Transfrigoroute International proposals on the facilitation of Transport of perishable Foodstuffs

1993

3. Consideration of new proposals on the adoption of modular systems for the carriage of perishable foodstuffs

Continuing

(c) Preparation and implementation of resolutions on various aspects of the transport of perishable foodstuffs

Description: Preparation and follow-up of resolutions likely to contribute to the facilitation of transport of perishable foodstuffs

Work to be undertaken

Review of aspects of transport of perishable foodstuffs which could be facilitated by resolutions elaborated by the Working Group

Continuing

(d) Consideration of the possibility of collecting statistical data on equipment used for the controlled temperature carriage of perishable foodstuffs

Description: Statistical data on equipment used for the transport of perishable foodstuffs are useful in selecting relevant amendments to ATP

Work to be undertaken

1. Consideration of results of survey conducted by the Working Party on Transport Statistics

19-22 October 1992

2. Preparation of a questionnaire to collect statistical data from competent authorities and testing stations

19-22 October 1992

3. Evaluation of statistics data collected by the Working Party from competent authorities and testing stations on the number of vehicles tested and certified, on the number of type approvals granted and on number of vehicles in service tested and certified, under paragraphs 29 and 49 of Annex 1, Appendix 2 of ATP

Continuing

(e) Development of closer cooperation with international organizations

Description: Establish contacts with other international organizations on matters concerning transport of perishable foodstuffs. Review the fields of activity in order to eliminate overlapping.

Work to be undertaken

Consider information from international organizations on their work concerning the Working Party, on the basis of a report by the Secretariat

Deadline

Continuing

(f) Promotion of governmental cooperation in international projects 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 IIR Sub-Commission of engineers of testing stations

Description: Define with IIR the best ways to achieve better cooperation.

Work to be undertaken

1. Study of test methods and procedures for the approval of equipment with several compartments

1995

2. Review of methods of the IIR Sub-Commission of engineers of testing stations

Continuing

(g) Elaboration of proposals on the conditions of transport of fresh fruit and vegetables, the temperature regime, their facilitation, as well as on the possibilities of using different transport vehicles for these purposes

Description: Study of the conditions of transport of fresh fruit and vegetables, their temperature regime and transport vehicles used to this effect.

Work to be undertaken

Consideration of proposals.

1995
