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INLAND TRANSPORT COMMITTEE

Working Party on the Transport  
of Perishable Foodstuffs

REPORT OF THE WORKING PARTY ON ITS FORTY-NINTH SESSION

(2-5 November 1993)

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#### ATTENDANCE

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

#### ADOPTION OF THE AGENDA

2. The provisional agenda (TRANS/WP.11/187) was adopted.

#### ELECTION OF OFFICERS

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

#### STATEMENT BY THE DIRECTOR OF THE DIVISION

4. The Director of the Transport Division of the Economic Commission for Europe recalled that ATP faced challenges in responding, on the one hand to technological developments in industry and refrigerated transport and on the other to health, hygiene and product quality requirements.

5. He informed the Working Party of the proposals adopted in principle in other ECE agreements (1958 Agreement on the construction of vehicles, ADR) to streamline procedures and to reduce periods for entry into force of amendments and invited the Working Party to consider the possibility of adopting proposals along those lines for ATP.

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

6. The Working Party took note of the sections of the report of the fifty-fifth session of the Inland Transport Committee concerning its activities (ECE/TRANS/97, paras. 145-149 and ECE/TRANS/97/Add.1).

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

7. The Working Party took note of the activities of the ECE Working Party on Standardization of Perishable Produce concerning the drafting of new commercial standards for fresh fruit and vegetables, dry and dried fruit, and meat (pork and beef carcasses, commercial cuts).

8. The Working Party was also informed of the cooperation between ECE and the Codex Alimentarius, which concerned mainly the standardization of fresh fruit and vegetables but could be extended to cover dry and dried fruit and vegetables.

9. The representative of Norway offered to submit a document on the activities of Codex Alimentarius regarding perishable foodstuffs with a view to harmonizing them with ATP.

10. The representative of IIR reported on the Institute's activities, in particular with reference to insulation materials, refrigerants, in-service tests, kit bodies and novel constructions.

11. He said that the subcommission on test stations had set up a subgroup to study test methods in the field (if necessary) or to consider vehicles in use.

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

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

12. The Working Party was informed that new Contracting Parties had acceded to ATP, namely, Czech Republic (succession dated 2 June 1993), Slovakia (succession dated 28 May 1993) and Slovenia (succession dated 3 August 1992, effective 8 October 1991).

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

13. The Working Party took note of document TRANS/WP.11/R.37 and recalled that only test stations which could carry out full tests should be included in the amendments to that document.

14. It invited delegations to update the addresses for their respective countries.

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

15. The amendments to paragraphs 52, 55, 59 and 60 of Annex 1, Appendix 2, of ATP as submitted by Germany (C.N.190.1991.Treaties-2) came into force on 18 July 1993 (C.N.100.1993.Treaties-1).

16. The Working Party was informed of the objection submitted by Italy concerning paragraphs 6, 8, 10 and 18 of Annex 1, Appendix 2, to ATP. As a result, only amendments to paragraphs 12 and 27 of Annex 1, Appendix 2, to ATP had come into force on 15 June 1993 (see C.N.469.1992.Treaties-5).

17. Several delegations shared the interpretation of the United Kingdom (TRANS/WP.11/R.46) that the entry into force of paragraph 27 was superfluous if the amendments to paragraphs 6, 8, 10 and 18 were rejected.

18. The Working Party asked the Italian delegation to withdraw its reservations to the amendments to paragraphs 6, 8, 10 and 18 in view of the fact that Italy could overcome the problems raised by paragraphs 6 and 10 and that Italy's concerns could be taken into account by an amendment to paragraphs 8 and 18.

19. The amendment could be worded as follows:

"Add the following sentence to the amendment to present paragraphs 8 and 18:

Transitional provisions: For four years, the test stations officially designated at the date of implementation of this amendment may correct by calculation the measured value of the K coefficient on the basis of an average wall temperature of 20° C."

20. The representative of Italy stated that he was not authorized to withdraw his Government's reservations, but in the light of the discussion and taking into account the comments submitted by the United Kingdom, he reserved his position, although he might submit further proposals to the Depositary which reflected the new situation.

21. The Working Party took note of the transmission by France to the Depositary of points 1 and 2 of the proposed amendment to Annex 1 to ATP as adopted by the Working Party at its forty-eighth session (Annex 5 to document TRANS/WP.11/186).

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

22. Following a discussion on the question, the Working Party decided to withdraw it from the agenda of its next session.

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

Documents: TRANS/WP.11/186 and Corr.1

TRANS/WP.11/R.33

TRANS/WP.11/R.35

TRANS/WP.11/R.36

TRANS/WP.11/R.39

23. The proposal concerning Annex 1, paragraph 3, to ATP was to amend the last sentence of the paragraph, which established the value of the K coefficient for equipment of classes B, C, E and F as equal to or less than 0.4 W/m<sup>2</sup> K. This amendment proposed that K should have a value equal to or less than 0.40 W/m<sup>2</sup> K for new equipment and a value equal to or less than 0.55 W/m<sup>2</sup> K for equipment six years old or more, under certain conditions.

24. The representative of Transfrigoroute International recalled that the ATP Agreement defined the efficiency of transport equipment, in particular its isothermal status, without specifying whether that efficiency, which was valid for new equipment, was also valid for equipment in service. The coefficient of 1.35 - adopted for the approval of refrigerated equipment - based on separate tests of the body and the plant - implicitly introduced both the notion of ageing and the principle that the K coefficient of a new body should be less than the 35% limit for the class ( $K \approx 0.3$  for reinforced isothermal bodies).

25. He stressed that any new equipment was approved for six years, whether it had passed the tunnel test or whether it was part of a manufacturing series the prototype of which had passed the tunnel test, while any equipment in service received a further approval of six years if it passed the tunnel test or a further approval of three years if, following an inspection and possibly a simplified and inexpensive test, the competent authority considered that the K coefficient probably did not exceed the limit for the class.

26. The procedure applied to extend the approval of equipment in service devolved on the competent authority and was its responsibility, but several procedures were possible, including one based on the adoption of a statistically determined experimental ageing coefficient.

27. Two requirements were taken into consideration - the quality of the transport operation and the economic aspect. From the point of view of the quality of the transport operation, it was advisable for the body to be well insulated in order to reduce temperature variations, which frequently exceeded 4° C in the air. Moreover, from an economic point of view, it could be said that the cost of manufacturing a body conforming to ATP throughout its service life was practically no greater than that of a body which no longer conformed to ATP after several years' service.

28. The representative of Transfrigoroute also stressed that, although international regulations (Montreal Protocol) required the elimination of R11, it would certainly be necessary to use new fluids for the foam moulding of insulation materials. However, the problem was that little was as yet known about the effects of time on the new foam insulators.

29. He considered that, from a technical point of view it would be best for the time being not to amend ATP, and particularly Annex 1, while from a commercial point of view, it would not be advisable implicitly to favour the use of bodies which had ceased to conform to ATP since that would introduce distortions in competition, a reduction in the quality of transport and increased harmful effects for the environment.

30. In this connection, the representative of France recalled that the definitions of normal insulation and heavy insulation were contained in Annex 1 to ATP and that the procedures for the renewal of approval in either class were set out in Annex 1, Appendix 2, paragraph 29 to ATP.

31. After an exchange of views on the issue, the Working Party decided to reject the amendment (TRANS/WP.11/186, Annex 1) and to leave it to each competent authority to define the procedure for ascertaining the conformity of equipment to the specifications of ATP when approvals were renewed.

(c) Annex 3 to ATP

Documents: TRANS/WP.11/186 and Corr. 1  
TRANS/WP.11/R.33  
TRANS/WP.11/R.34  
TRANS/WP.11/R.36  
TRANS/WP.11/R.41  
TRANS/WP.11/R.45

32. The proposals by Germany, France and the Netherlands concerned harmonization of the temperatures set out in Annex 3 of ATP with those of Community directives.

33. The representatives of the United Kingdom and ASSILEC said it would be preferable for the temperatures mentioned in Annex 3 of ATP to be indicative rather than mandatory, since existing temperatures did not always accord with national regulations.

34. The Working Party set up a small group which reached a compromise. The compromise text was adopted (see Annex 1 to this report) and will be submitted to the Depositary by Germany.

(d) Annex 2, Appendix 1, to ATP

35. The Working Party decided to make draft Annexes 4 and 5 to ATP Appendices 1 and 2 respectively to Annex 2 of ATP.

36. To refer to the new Appendices, the Working Party adopted a new text which is contained in Annex 2 to this report.

37. The representative of Belgium speaking on behalf of the European Community and its member States, expressed the hope that Annex 2, Appendix 1, would come into force as soon as possible.

38. He said that, in order not to penalize the industries of the different countries, it would be acceptable for the Appendix, which should apply to new vehicles, to accord a transitional period of three years after its entry into force to vehicles in service.

39. The representative of Sweden said that her country had no objection, but that the draft Appendix made no provision for technical standards which the competent authorities could use as a basis in issuing approvals.

40. The representatives of Germany and France informed the Working Party that their respective countries had technical standards already prepared and that they could provide references on them to interested delegations (for France: Norme AFNOR E 18150, October 1993).



41. The representative of Interfrigo said that the Community regulations made no provision for temperature recorders for railway vehicles. While in principle he did not oppose the application of the Annex to rail transport, all the technical standards and procedures required would first have to be defined.

42. The Working Party gave favourable consideration to the Appendix as contained in Annex 3 to this report, and decided that it should be submitted to the Depositary by the United Kingdom if the secretariat received no objection from any of the Parties to ATP by 1 May 1994.

43. The representative of the Russian Federation said that, since a number of technical problems remained unresolved, particularly the lack of standard equipment, the matter called for closer examination. Consequently, he could accept neither the requirements nor the time-limits laid down.

44. In his view, the Appendix should for the time being be regarded as a recommendation and be considered as soon as technically feasible.

45. The Chairman of the Working Party said that, in order to dispel certain anxieties, the measuring instrument to be used should be recognized by ATP if it was approved by the competent authority of a Contracting Party.

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

(e) Annex 2, Appendix 2, to ATP

Documents: TRANS/WP.11/186  
TRANS/WP.11/R.35  
TRANS/WP.11/R.36  
TRANS/WP.11/R.43

47. The representative of France made some drafting comments on the text of the draft of Annex 2, Appendix 2, but did not press them unduly.

48. The representative of the United Kingdom submitted a proposal concerning the instrument accuracy and accuracy of measurement in different ambient temperatures.

49. The Working Party decided to adopt the Appendix, as contained in Annex 4 to this report, and to have it submitted to the Depositary by the United Kingdom.

50. Delegations were invited to submit comments on the United Kingdom's document (TRANS/WP.11/R.43) which would appear on the agenda of the next session.

(f) Annex 1, Appendix 2, paragraphs 49 (b) and (58) (ii) to ATP

51. The Working Party adopted an amendment to the first subparagraph of paragraph 49 (b) as contained in Annex 5 to this report.

52. The proposed amendment to paragraph 58 (ii) was adopted and is also contained in Annex 5 to this report. The proposal, submitted by IIR, recommended a reference to existing national and international standards regarding measurement of the air flow of refrigerated equipment.

53. The adopted amendments to paragraphs 49 (b) and 58 (ii), as referred to above, will be submitted to the Depositary by France.

(g) Miscellaneous proposals

54. The representative of France explained that the heading of paragraph 49 (a) of Annex 1, Appendix 2, to ATP should read "Refrigerating equipment other than that with fixed eutectic accumulators" since no provision was made in ATP for a field test procedure for refrigerating equipment fitted with eutectic accumulators. It should be recalled that such equipment was efficient on the roads only if the ice was totally reconstituted during the period when the refrigerating unit was connected to the electrical mains in parking lots. The formation of ice depended on various design parameters, but also on the duration and external temperature during the period of operation of the refrigerating unit.

55. The Working Party asked IIR to have its subcommission on test stations define the test conditions for refrigerating equipment fitted with eutectic accumulators since an ATP test procedure would need to be clearly defined in order to ensure the reproducibility and repeatability of equipment testing efficiency in the field whatever the time of year.

Renewal of approval of ATP vehicles with an external width of 2.60 m

56. Several speakers expressed the need to inform the competent services of the European Economic Community that the implementation of the directive concerning the external operating width of 2.60 m of ATP vehicles, applicable only to vehicles of classes B, C, E and F, raised the problem of the declassification of such equipment in classes A and D when, after eight or nine years' use, the value of their K coefficient exceeded the 0.40 W/m<sup>2</sup> K required for equipment of classes B, C, E and F. It would then be essential for the Community services to consider the problem of harmonizing the 2.60 m standard width for all approval classes.

57. The Working Party requested the secretariat to remind the competent services of the Commission of the European Economic Community of the substance of the Working Party's request and to draw their attention to a grave situation namely, that thousands of good quality vehicles would be demolished if no reclassification solution was found for 2.60 m wide bodies in the next few years.

DEFINITION OF "CONTAINER" FOR THE PURPOSES OF ATP

58. The representative of Sweden recalled that his country had been the author of a proposal to the Working Party in 1987 (TRANS/GE.11/128), when some Swedish operators had wished to use small containers for the transport of perishable foodstuffs.

59. He said that the question had come up again at each session of the Working Party since then and that, despite several attempts, the Working Party had not succeeded in adopting a definition which satisfied all delegations.

60. The representative of the United States said that he shared the concerns of Sweden, but expressed the hope that the definition of the term "container" would not discriminate against large containers.

61. The representative of France noted that a definition could be given referring to ISO standard 1496-2 and mentioning only the technical specifications.

62. The representative of the Netherlands pointed out that if a reference to an ISO standard was to be included in the definition of "containers", it should specify a particular ISO standard and a specific date.

63. The representative of Denmark stated that he would prefer the definition of "container" as it appeared in Annex 6 to document TRANS/WP.11/186.

64. The representative of Sweden said that, after consulting other delegations, he had prepared the following text:

"The exemptions provided for in article 5 of the present Agreement shall not apply to small containers other than those defined by ISO Standard 1496-2 (... (date))."

65. The representative of Italy proposed that the definition of container should specify that:

"Any equipment, if it is not subject to the existing thermal standards of ISO, must conform to the standards of ATP".

66. The Working Party requested delegations to send the secretariat their comments on the subject before the next session.

#### SCOPE OF ATP

Documents: TRANS/WP.11/186  
TRANS/WP.11/R.31  
TRANS/WP.11/R.33

67. The representative of the Russian Federation referred to the need to extend ATP to include fresh fruit and vegetables, which accounted for a large proportion of perishable foodstuffs. Bearing in mind transport conditions in his country, he considered that that was essential for the quality of the products.

68. The representatives of Germany and the Netherlands said that, given the wide variety of fruits and vegetables and the very variable temperature conditions which such a measure would require, ATP should not concern itself with the transport of fruit and vegetables.

69. The representative of France stressed the importance of the humidity factor in the transport of perishable foodstuffs.

70. The representative of IIR informed the Working Party that the Institute had brought out a blue paper on the conditions recommended for the conservation of refrigerated produce.

71. The Working Party decided to keep the question on the agenda of its next session, in the hope that the IIR publication could provide solutions to the problems raised.

#### TRANSPORT OF PERISHABLE FOODSTUFFS BY ROAD/AIR

72. The representative of IIR said that the Institute had made a working group responsible for dealing with this question and was expecting a report on the subject in 1994.

73. The representative of Germany provided oral information on the system used by his country's airline and announced that he would submit a document on the development of the system at a later date.

74. The representative of the United States said that it would be interesting to have information on the work already done by IATA and promised to submit a report at the Working Party's next session.

75. The representative of France pointed out that the problem was not only one of insulation but also of diverging practices among airlines.

76. The Working Party decided to keep the question on the agenda of its next session, while bearing in mind that the main problem continued to be the applicability of ATP to air containers during overland legs.

#### STATISTICS CONCERNING ATP

77. The representative of the United Kingdom introduced his country's proposal to replace carrying capacity by internal volume as the basis for the measurements used in the pilot questionnaire on equipment for the transport of perishable foodstuffs (TRANS/WP.11/R.44).

78. The secretariat of the Working Party on Transport Statistics (WP.6) recalled that there had been few replies to that questionnaire. Moreover, with regard to the United Kingdom's proposal, if the data received were based on internal volume instead of carrying capacity, international comparability could become difficult.

79. The secretariat also drew the Working Party's attention to the problems involved in using the questionnaire as it stood, in that it was difficult to enumerate refrigerated vehicles as registered chassis were multi-use and could therefore carry refrigerated containers or goods.

80. The representative of France wondered whether the questionnaire should not be addressed to the authorities issuing ATP certificates.

81. The representative of Denmark pointed out that ATP provisions were used by some countries as their national regulations. Such surveys could therefore give rise to error regarding the size of the international ATP fleet.

82. The representative of the United Kingdom offered to reconsider his proposal.

83. The Working Party declared its interest in having reliable statistics on the international transport of perishable foodstuffs.

84. It requested the Working Party on Transport Statistics to review the question.

#### FACILITATION OF TRANSPORT OF PERISHABLE FOODSTUFFS

85. The representative of Transfrigoroute International introduced a resolution proposed by his organization for adoption by the Working Party.

86. The representatives of France and the Netherlands said that the resolution should be improved by the Working Party in order to take into account all the difficulties facing carriers of perishable foodstuffs in crossing borders.

87. The majority of the Working Party was of the same opinion and prepared a draft resolution on facilitating the movement of ATP-approved equipment for the transport of perishable foodstuffs (see Annex 6).

88. The representative of Germany reserved his position on the wording of the draft resolution. He emphasized that only perishable foodstuffs referred to in ATP could be covered by the resolution and that the reference to ATP vehicles or perishable foodstuffs did not guarantee that restriction.

89. The Working Party requested the Inland Transport Committee to adopt the resolution.

#### INTRODUCTION OF MODULAR SYSTEMS FOR THE CARRIAGE OF PERISHABLE FOODSTUFFS

90. The Working Party took note of the results of the global seminar organized by the Economic Commission for Europe (1-4 September 1992), and in particular Resolution No. 241 on increasing dimensions of loading units in combined transport adopted by the Inland Transport Committee at its fifty-fifth session (1-5 February 1993).

91. It decided to keep this question on the agenda of its next session.

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

92. The representative of the European Community said that his organization recognized the value of ATP and hoped that there would be greater coordination and harmonization between ATP and Community regulations.

93. He expressed the view that a rapid entry into force of Annex 3 and the draft appendices to Annex 2 to ATP would favour such harmonization.

94. The representative of the United States supported the proposal of ASSILEC to consider the European Community simply as a single Contracting Party to ATP.

#### OTHER BUSINESS

##### Procedures for approval of vehicles with a number of compartments at different temperatures

95. The representative of France introduced a document, drawn up two years earlier with numerous manufacturers and carriers, concerning the procedures for approval of transport vehicles with a number of compartments. Regulations had been used by the competent French authorities to approve almost 3,000 such vehicles thus far.

96. To enable the document to become the subject of a draft amendment to ATP, the Working Party, on the proposal of France, asked IIR for a technical opinion on the matter.

97. The document will be formally submitted to the Working Party for the next session.

##### Refrigerants and kit bodies

98. The representative of IIR raised the question of future changes in refrigerants and the approval of kit bodies (TRANS/WP.11/R.40).

99. The Working Party decided to include these questions as separate items in the agenda of its next session.

100. With regard to kit bodies, the representative of France, supported by the representative of the United States, said that a test of the finished body should not be performed systematically after assembly if a test had already been conducted on equipment in the same series, thereby avoiding unnecessary tunnel tests.

101. The representative of the United Kingdom disagreed with that view.

##### Vehicles fitted with flexible slatted curtains

102. The representative of IIR informed the Working Party that the Institute's conclusions were that vehicles fitted with flexible slatted curtains and rear doors comprising a non-insulated lower flap and an upper flap hinged at the top, were not ATP vehicles.

##### Procedure for the revision of ATP

103. The Working Party considered favourably a secretariat proposal to allow the secretariat to transmit draft amendments adopted by the Working Party to the Depositary (see Annex 7).

104. Regarding that proposal and the draft Appendix 1 to Annex 2 to ATP, the Working Party decided that, if the secretariat had not received any objections from Contracting Parties by 1 May 1994, one of the delegations could send the texts to the Depositary.

105. The representative of the United States pointed out that that proposed amendment to article 18, submitted at the beginning of the current session could have serious implications and would need careful consideration by his Government.

106. The representative of Belgium, speaking on behalf of the European Economic Community and its member States, asked the Working Party to give serious consideration to the procedure for amending ATP, with a view to updating it and bringing it into line with the procedures for similar international agreements, such as ADR (art. 14).

#### PROGRAMME OF WORK FOR 1993-1997

107. The Working Party adopted its programme of work as reproduced in the Annex to this report (Annex 8).

#### DATE OF THE NEXT SESSION

108. The Working Party was informed that its fiftieth session had provisionally been scheduled for 18-21 October 1994.

#### ELECTION OF OFFICERS FOR THE NEXT SESSION

109. The Working Party elected Mr. de Clippel (Belgium) and Mr. Taxis (France) respectively Chairman and Vice-Chairman for the next session.

#### DISTRIBUTION OF DOCUMENTS

110. 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

111. The Working Party adopted the report of its forty-ninth session, together with its Annexes.

Annex 1

"ANNEX 3 TO ATP

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. If however one should proceed to the verification of the temperature of the foodstuff, this shall be done according to the procedure laid down in Appendix 2 to Annex 2 to this Agreement.

2. Accordingly, the temperature of the foodstuffs at any point in the load must not exceed the temperature as indicated below on loading, during carriage and on unloading.

3. Where it is necessary to open the equipment, e.g. to carry out inspections, it is essential to ensure that the foodstuffs are not exposed to procedures or conditions contrary to the objectives of this Annex and those of the International Convention on the Harmonization of Frontier Controls of Goods.

4. The temperature control of foodstuffs specified in this Annex should be such as not to cause freezing at any point of the load.

Maximum temperature

I.	Red meat and large game (other than red offal)	+ 7° C
II.	Meat products <u>1</u> /, pasteurized milk, fresh dairy products <u>1</u> / (yoghurt, kefir, cream and fresh cheese <u>2</u> /), ready cooked foodstuffs (meat, fish, vegetables), ready to eat prepared raw vegetables and vegetable products <u>3</u> / and fish products <u>1</u> / not listed below	+ 6° C or at temperature indicated on the label if it does not exceed + 6° C
III.	Raw milk <u>4</u> /, game (other than large game), poultry and rabbits	+ 4° C



		<u>Maximum temperature</u>
IV.	Red offal	+ 3° C
V.	Minced meat	+ 2° C
VI.	Untreated fish, molluscs and crustaceans <u>5/</u>	at temperature of melting ice

Notes

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

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

3/ 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.

4/ When milk is collected from the farm for immediate processing, the temperature may rise during carriage to 10° C.

5/ Except for live fish, molluscs and crustaceans."

Annex 2

Annexes 2 and 3 to ATP

- (1) Annex 2 is modified as follows:

At the end of point 1, add the following words:

"By that means the equipment used for the transport of quick-frozen foodstuffs other than railway equipment shall be fitted with the device referred to in Appendix 1 to this Annex. If however one should proceed to the verification of the temperature of the foodstuff, this shall be done according to the procedure laid down in Appendix 2 to this Annex."

- (2) Annex 3 is modified as follows:

At the end of point 1, add the following words:

"If however one should proceed to the verification of the temperature of the foodstuff, this shall be done according to the procedure laid down in Appendix 2 of Annex 2 to this agreement."

Annex 3

"ANNEX 2, APPENDIX 1, TO ATP

MONITORING OF AIR TEMPERATURES FOR TRANSPORT OF  
PERISHABLE FOODSTUFFS QUICK FROZEN

The transport equipment must be fitted with a suitable recording instrument to monitor, at frequent and regular intervals, the air temperatures to which quick-frozen foodstuffs intended for human consumption are subjected.

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

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

However, for transport equipment in service at the date of the entry into force of this Appendix, 1/ the above provisions will be progressively applicable within three years after that date.

Note

1/ The date of entry into force of this Appendix is ..."

Annex 4

"ANNEX 2, APPENDIX 2, TO ATP

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

A. GENERAL CONSIDERATIONS

1. Inspection and measurement of temperatures stipulated in Annexes 2 and 3 should be carried out so that the foodstuffs are not exposed to conditions detrimental to the safety or quality of the foodstuffs. Measuring of food temperatures should be carried out in a refrigerated environment, and with the minimum delays and minimum disruption of transport operations.
2. Inspection and measurement procedures, as referred to in paragraph 1, shall preferably be carried out at the point of loading or unloading. These procedures should not normally be carried out during transport, unless serious doubt exists about the conformity of the temperatures of the foodstuffs stipulated in Annexes 2 and 3.
3. Where possible, the inspection should take account of information provided by temperature monitoring devices during the journey before selecting those loads of perishable foodstuffs for sampling and measurement procedures. Progression to temperature measurement of the food should only be undertaken where there is reasonable doubt of the temperature control during carriage.
4. Where loads have been selected, a non-destructive measurement (between-case or between-pack) should at first be used. Only where the results of the non-destructive measurement do not conform with the temperatures laid down in Annexes 2 or 3 (taking into account allowable tolerances), are destructive measurements to be carried out. Where consignments or cases have been opened for inspection, but no further action has been taken, they should be resealed giving the time, date, place of inspection, and the official stamp of the inspection authority.

B. SAMPLING

5. The types of package selected for temperature measurement shall be such that their temperature is representative of the warmest point of the consignment.
6. Where it is necessary to select samples during transport whilst the consignment is loaded, two samples should be taken from the top and bottom of the consignment adjacent to the opening edge of each door or pair of doors.

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

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

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

#### C. TEMPERATURE MEASUREMENT OF PERISHABLE FOODSTUFFS

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

##### I. Chilled foods

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

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

##### II. Frozen and quick-frozen foods

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

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

- (i) Where product dimensions allow, insert the probe to a depth of 2.5 cm from the surface of the product;
- (ii) Where (i) is not possible because of the size of the product, the probe should be inserted to a minimum depth from the surface of 3 to 4 times the diameter of the probe;
- (iii) It is not possible or practical to make a hole in certain foods because of their size or composition e.g. diced vegetables. In these cases, the internal temperature of the food package should be determined by insertion of a suitable sharp-stemmed probe to the centre of the pack to measure the temperature in contact with the food.

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

#### D. GENERAL SPECIFICATIONS FOR THE MEASURING SYSTEM

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

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

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\* The procedure will be defined.

E. ALLOWABLE TOLERANCES IN THE MEASUREMENT OF TEMPERATURE

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

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

Annex 5

Annex 1 to ATP

1. The new text of the first subparagraph of paragraph 49 (b) of Appendix 2 to Annex 1 to ATP should read:

"It shall be verified that, when the outside temperature is not lower than + 15° C, the inside temperature of the empty equipment, which has been previously brought to the outside temperature can be brought, within a maximum period of 6 hours: ..."

2. ATP, Annex 1, Appendix 2, paragraph 58 (ii) end, insert: "If the air flow of a refrigeration unit is to be measured, methods capable of measuring the total flow must be used. Use of one of the relevant existing standards, i.e. BS 848, ISO 5801, AMCA 210-85, DIN 24163, NFE 36101, NF X10.102, DIN 4796 is recommended."



Annex 6

Draft Resolution

Improving of the traffic flow of ATP vehicles for  
the transport of perishable foodstuffs

Submitted by the Working Party on the Transport of Perishable Foodstuffs  
to the Inland Transport Committee

The Inland Transport Committee,

Recalling the absolute necessity of reducing as much as possible the delay for the transport of perishable foodstuffs, with a view to preserving as efficiently as possible their initial qualities and in particular their sanitary characteristics,

Being concerned about the inevitable pollution of environment and sound nuisance generated during the parking period of vehicles,

Taking into account the limited durability of refrigerating devices,

Requests that the Governments adopt whatever measures are deemed necessary for facilitating border crossing and more generally for improving the conditions of the traffic flow of ATP vehicles for the transport of perishable foodstuffs.

Annex 7

Procedure for revision of ATP

Introduction

1. The procedure for the amendment of some UN/ECE agreements and conventions and their Annexes often involves considerable delays between the adoption of the draft amendment by the relevant Working Party and its entry into force.

2. With a view to reducing such delays, it has been proposed and, in principle, approved, for some of those agreements and conventions (ADR, 1958 Agreement for the construction of vehicles) to adopt a simpler and faster procedure, which would allow amendments approved by the Working Party to be submitted by the Secretary-General directly to the Contracting Parties without awaiting the proposal by one of the Contracting Parties.

Proposal

3. In line with the proposals adopted for other agreements, it is proposed the following text should be added to Article 18, paragraph 1, of ATP:

"The Secretary-General may also propose amendments to this Agreement or to its Annexes which have been transmitted to him by the Working Party on the Transport of Perishable Foodstuffs of the Inland Transport Committee of the Economic Commission for Europe".

Annex 8

Programme of work

PROGRAMME ACTIVITY 02.9: TRANSPORT OF PERISHABLE FOODSTUFFS

02.9.1 Harmonization of regulations and standards relating to the international transport of perishable foodstuffs and facilitation of its operation Priority: 2

Brief description

- (a) Implementation of ATP and, if necessary, consideration of its amendment in order to facilitate the international transport of perishable foodstuffs;
- (b) Consideration of proposals for facilitating the international transport of perishable foodstuffs and in particular the conditions required to minimize losses of perishable foodstuffs during transport;
- (c) Consideration of the possibility of collecting statistical data on equipment used for the controlled temperature carriage of perishable foodstuffs;
- (d) Promotion of intergovernmental cooperation with the aim of improving the harmonization of methods and procedures pertaining to the interpretation of ATP, especially by supporting the work of 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 Annexes of ATP (1994);
  - (ii) Drafting of a new Appendix concerning the monitoring of air temperatures during the transport of quick-frozen foodstuffs (1995) and an Appendix concerning procedure for the sampling and measurement of temperature for carriage of chilled, frozen and quick-frozen perishable foodstuffs in order to include later any technical details (1994);
  - (iii) Review of the definitions of and standards (in Annex 1) for the carriage of perishable foodstuffs following the Montreal Protocol (continuing);
  - (iv) Review of the approval of kit-bodies (1995);

- (b) (i) Consideration of new proposals concerning the definition of "container" and the adoption of modular systems (1995);
- (ii) Consideration of proposals of Transfrigoroute International on the facilitation of transport of perishable foodstuffs (1994);
- (c) (i) Preparation of a questionnaire to collect statistical data and study the results of the survey being carried out (1994);
- (ii) Evaluation of statistical data collected (continuing);
- (d) (i) Study of test methods and procedures for the approval of equipment with several compartments (1995);
- (ii) Updating of methods of the IIR Sub-Commission on testing stations (continuing);
- (e) Consideration of proposals on the conditions of transport of fresh fruit and vegetables (1995).

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