

Economic Commission for Europe**Inland Transport Committee**

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Working Party on the Transport of Perishable Foodstuffs

English

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Item 7 of the provisional agenda

Adoption of the agenda

Report of the Informal Working Group on the improvement of the approval system for equipment and thermal appliances**Transmitted by the Chair of the Informal Working Group****Introduction**

Between the May 2022 and October 2022 the Informal Working Group (IWG) met six times. Twenty one experts were on the mailing list participating in different configurations. All meetings were virtual.

Autonomous and Independent

1. The main topic discussed during these sessions were on the outcome of the May session of the Working Party on the Transport of Perishable Foodstuffs (WP.11) concerning the wording "Autonomous" in the French version of the ATP and "Independent" in the English version. It was concluded during the May 2022 session of WP.11 that the two terms had slightly different meaning. These discussions resulted in the two definitions for the French as well as the English version in document ECE/TRANS/WP.11/2022/20:

"Independent means that the temperature in the equipment can be maintained regardless of the running of the vehicle engine or movement of the vehicle."

"Autonomy is the duration that the temperature in the equipment can be maintained without an external energy supply or power source or running of the vehicle's engine or the movement of the vehicle."

Minimum duration of functioning

2. No further progress could be made on a particular duration of autonomous operation of equipment. In this respect it should be noted that in the current ATP interrupted cooling is accepted for equipment where the thermal appliance is driven by the vehicles engine. It should also be noted that there is no provision prescribing the size of the fuel tank of a Diesel driven unit nor the content present in such a fuel tank. If this line would be followed it would not be appropriate to prescribe a minimum amount of energy in the form of batteries. However, a different approach may be taken for road vehicles that are complete, like rigid trucks and containers/trailers that rely on the energy of the carrying/towing vehicle such as a generator set or in the future vehicles traction battery or fuel cell.

3. In relation to the above it was said during the May 2022 session of the WP.11 that the scope of the ATP should be clarified. Should the ATP be seen as:

- (A) a complete set of requirements for the carriage of Perishable Foodstuffs, or
- (B) to only give recommendations on the construction and testing of appropriate equipment for selected foodstuffs?

4. It may be seen that paragraph 1 of Article 4 of the agreement regulates the use of equipment to support option "A". However, the open character of the same paragraph stipulates that "equipment shall be so selected and used that the temperature conditions prescribed in the said annexes (annexes 2 and 3) can be complied with throughout the carriage". In Annex 2 nor 3 specific class of equipment are prescribed leaving it up to the consignor or carrier to select as appropriate that would justify the line of thinking of option "B". WP.11 is requested to discuss and clarify the scope to enable the IWG to continue the work on this topic. It may be questioned the definition of "autonomy" is necessary when no minimum duration is prescribed.

Classification markings with an "X"

5. It was expressed that the cases where the distinguishing marks should be accompanied by the letter "X" were not applied consistently by all contracting parties. It was also found that there is a difference between the French version of Annex 1, Appendix 4, where "examples" are mentioned in comparison to the English version that indicate an exhaustive list.

6. One explanation of the purpose of the "X" is that extra privileges should be given at border crossings as cooling is interrupted by stopping the vehicles engine (or vehicle motion). On the other hand, 2.2 of Appendix 4 describes that some parts may be missing will result that all (semi)trailers with an electric drive that rely on the energy supply of the towing vehicle would be marked with an "X" that would nullify the effect at border crossings.

7. The need was felt that the purpose of adding the letter "X" should be clarified as well that the French and English version should be aligned. Due to time restraints this topic could not be finalized.

Temperature recorders

8. The mandatory fitment of a temperature recorder on FRC equipment was discussed. After discussion it was concluded that there is a different interpretation between contracting parties. Some contracting parties have the interpretation that because "Deep-Frozen" foodstuffs could be carried it was mandatory for all FRC equipment to be equipped with one, while other parties left this up to the consigner/carrier to select only equipment fitted with a temperature recorder for the carriage of deep-frozen foodstuffs.

9. If equipment is correctly equipped could only be seen on the ATP certificate by the mentioning of the test report number of the temperature recorder. It was questioned under item 7.2.3. It was questioned if this was sufficient clarification for users or that an additional notification "deep-frozen" would be necessary. Due to time restraints this topic could not be finalized.
