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### Economic Commission for Europe

#### Inland Transport Committee

#### Working Party on the Transport of Perishable Foodstuffs

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Item 5 (b) of the provisional agenda

**Proposals of amendments to the ATP: New proposals**

### **Amendments to annex 1; appendix 2 to annex 1; and appendix 4 to annex 1 of ATP, in connection with the introduction of classes C and D for categories of heated transport equipment**

**Transmitted by the Russian Federation**

#### *Summary*

- Executive summary:** Annex 1 to ATP contains a classification of heated transport equipment. The two classes mentioned (A and B) are insufficient for the operation of heated transport equipment in most regions of the Russian Federation in winter. It is necessary to introduce two new classes, C and D, to annex 1 to ATP, taking into account the specific needs of transport equipment in climates with outside temperatures under  $-20^{\circ}\text{C}$ .
- Action to be taken:** Introduce two new classes of heated transport equipment, classes C and D, into annex 1 to ATP; make the corresponding amendments to the text of appendix 2 to annex 1 and add the corresponding distinguishing mark to appendix 4 to annex 1.
- Related documents:** Negative stable low outside temperatures in winter on Russian railways.

## Introduction

1. The table below presents the negative stable low outside temperatures observed during the winter on Russian railways, as calculated from meteorological statistics over a 30-year observation period (from 1981 to 2010).

Table

### Negative stable low outside temperatures observed during the winter on Russian railways

<i>Russian railways and railway sections</i>	<i>Duration of winter period</i>	<i>Negative stable low outside temperatures observed during the winter, °C</i>
Vostochno-Sibirskaya railway (section from Lena-Vostochnaya station to Khani station)	From October through April, inclusive	<b>-42.1</b>
Vostochno-Sibirskaya railway (apart from the section from Lena-Vostochnaya station to Khani station)	From November to March, inclusive	<b>-36.9</b>
Gorkovskaya railway	From November to March, inclusive	<b>-30.1</b>
Dalnevostochnaya railway (sections from Khani to Dipkun station, from Dipkun station to Komsomolsk-na-Amure station and from Shturm station to Aldan station)	From 16 October to 14 April, inclusive	<b>-40.6</b>
Dalnevostochnaya railway (sections on Sakhalin Island)	From November to March, inclusive	-23.3
Dalnevostochnaya railway (other than sections on Sakhalin Island)	From November to March, inclusive	<b>-28.9</b>
Zabaikalskaya railway	From November to March, inclusive	<b>-37.2</b>
Zapadno-Sibirskaya railway	From November to March, inclusive	<b>-35.1</b>
Kuibyshevskaya railway	From December to March, inclusive	<b>-29.1</b>
Kaliningradskaya railway	From December to March, inclusive	-18.6
Krasnodarskaya railway	From November to March, inclusive	<b>-37.6</b>
Moskovskaya railway	From December to March, inclusive	-24.5
Oktyabrskaya railway (sections north of Suoyarvi I station and Petrozavodsk)	From November to March, inclusive	<b>-30.8</b>
Oktyabrskaya railway (sections south of Suoyarvi I station and Petrozavodsk)	From December to March, inclusive	-26.9

<i>Russian railways and railway sections</i>	<i>Duration of winter period</i>	<i>Negative stable low outside temperatures observed during the winter, °C</i>
Privolzhskaya railway	From December to March, inclusive	-23.3
Sverdlovskaya railway (sections from Nizhnevartovsk station through Ust-Yugansk station to Novy Urengoi station, from Serov station to Priobe station and from Tavda station to Uste-Akha station)	From 16 October to 14 April, inclusive	<b>-41.5</b>
Sverdlovskaya railway (excluding the sections mentioned above)	From November to March, inclusive	<b>-32.7</b>
Severnaya railway (sections north of Vologda station)	From November to March, inclusive	<b>-36.6</b>
Severnaya railway (sections south of Vologda station)	From December to March, inclusive	<b>-29.7</b>
Severo-Kavkazskaya railway (section from Makhachkala station to Samur station)	No information	-
Severo-Kavkazskaya railway (excluding the section from Makhachkala station to Samur station)	January and February	-15.8
Yugo-Vostochnaya railway	From December to March, inclusive	-25.1
Yuzhno-Uralskaya railway	From November to March, inclusive	<b>-30.4</b>
Yakutiya Railways Publicly Held Joint Stock Company, Inc. (operating sections from Neryungri station to Yakutsk station)	From 16 October to 14 April, inclusive	<b>-45.9</b>

2. The above table shows that in two thirds of Russian railways the Negative stable low outside temperatures during the winter are around -30° C or lower (such railways and sections are shown in bold in the table), and on some railways and sections the temperatures reach -40° C to -45° C.

3. Annex 1 to ATP contains the following requirements for the classes of heated transport equipment:

Class A: Insulated equipment capable of raising the inside temperature of the empty body to, and thereafter maintaining it for not less than 12 hours without renewal of supply at, a practically constant value of not less than +12° C when the mean outside temperature is -10° C;

Class B: Insulated equipment capable of raising the inside temperature of the empty body to, and thereafter maintaining it for not less than 12 hours without renewal of supply at, a practically constant value of not less than +12° C when the mean outside temperature is -20° C.

4. Based on the above information, the use of class A and B transport equipment on railways in the Russian Federation cannot ensure the quality and safety of transported perishable foodstuffs. Obviously, the same problems arise for road transport in the Russian

Federation and also for those Contracting Parties to ATP whose average outside winter temperatures are below  $-20^{\circ}\text{C}$ .

5. To ensure the quality and safety of perishable foodstuffs in heated transport equipment in the Contracting Parties to ATP where outside winter temperatures are below  $-20^{\circ}\text{C}$ , classes C and D should be introduced, respectively, for average outside temperatures of  $-30^{\circ}\text{C}$  and  $-40^{\circ}\text{C}$ .

6. The Russian Federation hereby submits for consideration the corresponding working document.

## Proposal

7. Amend the list under annex 1, paragraph 4, of ATP, as follows:

- *$-10^{\circ}\text{C}$  in the case of class A heated equipment;*
- *$-20^{\circ}\text{C}$  in the case of class B heated equipment;*
- ***$-30^{\circ}\text{C}$  in the case of class C heated equipment;***
- ***$-40^{\circ}\text{C}$  in the case of class D heated equipment.***

8. Amend the text in brackets in paragraph 6.3 of appendix 2 to annex 1, as follows:

*(a difference of 22 K in the case of class A, ~~and~~ of 32 K in the case of class B, of 42 K in the case of class C and of 52 K in the case of class D)*

9. Amend the table in appendix 4 to annex 1, with two new lines:

<i>Equipment</i>	<i>Distinguishing mark</i>
...	...
<b><i>Class C heated equipment with heavy insulation</i></b>	<b><i>CRC</i></b>
<b><i>Class D heated equipment with heavy insulation</i></b>	<b><i>CRD</i></b>

## Justification

10. One of the main aims of ATP is to preserve the quality of transported perishable foodstuffs. This objective is achieved through the use of special transport equipment whose parameters are set by certain design conditions. In the view of the Russian Federation, the design conditions must in turn correspond with the actual conditions of transport occurring in the Contracting Parties to ATP. In the light of the geographic diversity of the Contracting Parties to ATP, of which there are 46, and the existence among them of countries where the outside stable low temperature in winter reaches levels under  $-20^{\circ}\text{C}$  (the present document gives the example of the Russian Federation), it is necessary to add classes C and D to the categorization of heated transport equipment so as to cover transport in such States.

11. The adoption of the amendments to annex 1 and to appendices 2 and 4 annex 1 proposed by the Russian Federation will make it possible to ensure the quality and safety of transport of perishable foodstuffs in winter in heated transport equipment in all the Contracting Parties to ATP.

## **Costs**

12. No additional costs. Where climatic conditions allow, heated transport equipment of classes A and B can continue to be used.

## **Feasibility**

13. The proposed amendments to ATP will create the conditions for the use of heated transport equipment in the ATP Contracting Parties with negative stable low outside temperatures in winter of less than -20° C.

## **Enforceability**

14. No technical problems are foreseen for the preparation of heated transport equipment of the proposed new classes C and D. The industry in most of the Contracting Parties to ATP can increase the capacity of heating equipment in existing heated transport equipment with no problem if they are to be certified under ATP for classes C and D.

Also, no problems are foreseen for the testing and expert verification of heated transport equipment of classes C and D. All the monitoring procedures, methods and standards are analogous to those for which provision is made in ATP for classes A and B equipment.

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