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Working Party on the Transport
of Perishable Foodstuffs

REPORT OF THE WORKING PARTY ON ITS FORTY-FOURTH SESSION
(17-20 October 1988)

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REPORT

ATTENDANCE

1. The Working Party on the Transport of Perishable Foodstuffs held its forty-fourth session from 17-20 October 1988. Representatives of the following ECE member States were represented: Belgium; Canada; Denmark; Finland; France; German Democratic Republic; Germany, Federal Republic of; Greece; Ireland; Italy; Netherlands; Norway; Poland; Portugal; Spain; Sweden; Switzerland; Union of Soviet Socialist Republics; United Kingdom. The following intergovernmental organization was represented: International Institute of Refrigeration (IIR). The following non-governmental organizations were represented: International Chamber of Commerce (ICC); Association of the Dairy Industry of the European Community (ASSILEC); International Road Transport Union (IRU); International Railway Company for Refrigerated Transport (INTERFRIGO); Transfrigoroute International.

ADOPTION OF THE AGENDA

2. The provisional agenda (TRANS/WP11/1) was adopted with the addition of the following items "Dimensions of transport equipment for the international carriage of perishable foodstuffs", "Facilitation of Transport of Perishable Foodstuffs", "Consideration of certain modifications of the wording of the new test reports".

ELECTION OF OFFICERS

3. Mr. M. DE CLIPPEL (Belgium) was elected 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 forty-ninth session of the Inland Transport Committee concerning the activities of the Group of Experts on the Transport of Perishable Foodstuffs (GE.11) which is now the Working Party on the Transport of Perishable Foodstuffs (WP11) (ECE/TRANS/72, paras. 235-242 and Addendum 1).

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

5. The Working Party noted that the following States had so far become Parties to the Agreement: Austria; Belgium; Bulgaria; Czechoslovakia; Denmark; Finland; France; German Democratic Republic; Germany, Federal Republic of; Italy; Luxembourg; Morocco; Netherlands; Norway; Poland; Spain; Sweden; Union of Soviet Socialist Republics; United Kingdom; United States of America; Yugoslavia.

6. It was also noted that the instruments of accession or ratification to the ATP were deposited by Hungary, Ireland and Portugal. The ATP will enter into force for those countries on 4 December 1988, 21 March 1989 and 15 August 1989, respectively.

7. Greece is taking legal action to accede to the ATP.
8. The representative of the United States said that the United States considers that under the clear language of article 10 of the Agreement, as confirmed by the negotiating history, any State Party to the Agreement may file a declaration under paragraph 1 of that article. The United States therefore considers that the objections of Italy and France and the declarations that those nations will not be bound by the Agreement in their relations with the United States are unwarranted and regrettable. The United States reserves its rights with regard to this matter and proposes that the Parties continue to attempt co-operatively to resolve the issue. There is no provision in the Agreement for countries to object to an ECE member's accession. Nor is there provision in the ATP for Contracting Parties to declare that they will not be bound by the Agreement. Hence, the current positions of Italy and France are inconsistent with their international legal obligations to the United States Government.
9. The representatives of France and Italy renewed their opposition to the accession of the United States of America to the ATP in view of its declaration that the Agreement, under the terms of article 10, does not apply to carriage in all of its territories situated outside Europe.
10. Both delegations stressed that the accession of the United States was contrary to the spirit of the ATP and raised the basic issue of the reciprocity of the Agreement. Vis-à-vis the European States it created unequal competition which might be aggravated should other non-European States accede to the ATP. In addition, this privilege could be extended to other non-European States likely to accede to the ATP and make the same reservation.
11. The delegations of France and Italy expressed their concern about this situation, which was inhibiting the Working Party's activities.
12. They therefore emphasized the need to find a solution which, without calling in question the accession of the United States, would make it possible to prevent accession to the Agreement by other non-European States under the privileged conditions permitted by the present wording of article 10.
13. The Working Party decided to continue the discussion on this matter under agenda item 6 (a): Amendment of article 10, paragraph 1.
 - (b) Test stations officially designated by the competent authorities of countries Parties to ATP and whose test report might be used for the issue of the ATP certificates
14. The Working Party noted that the secretariat had issued a revised list of testing stations officially recognized by the competent authorities of countries Contracting Parties to ATP, the test reports of which would consequently be valid for the issue of ATP certificates (TRANS/GE.11/R.76/Rev.1).
15. Several delegations submitted corrections to document TRANS/GE.11/R.76/Rev.1 in the course of the session which will be issued as an addendum to that document.

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 noted that the amendments proposed by the Government of France (extension of the validity of type approval certificates) to paragraph 2, annex 1, appendix 1 of the Agreement (Depositary Notification C.N.155.1986, TREATIES-5 of 26 August 1986) entered into force on 27 May 1988 (Depositary Notification C.N.297.1987, TREATIES-7 of 15 December 1987).

17. The Working Party noted that the amendment proposal made jointly by France and the United Kingdom (separate testing of the body and the refrigeration equipment) to annex 1, paragraph 1, annex 1, appendix 1, paragraph 2 (c) (iii), annex 1, appendix 2, paragraphs 1, 41 and 51 to 59 and test report model No. 10 Depositary Notification C.N.199.1987, TREATIES-5 of 5 October 1987 is likely to enter into force on 6 July 1989.

18. The Working Party recalled that at its forty-third session, the then Group of Experts agreed on editorial modifications concerning some of the new test report models inserted in annex 1 of the ATP in accordance with Depositary Notifications C.N.280.1985, TREATIES-5 of 11 November 1985 and C.N.146.1987, TREATIES-4 of 12 August 1987 which were reproduced in document E/ECE/810-E/ECE/TRANS/563/Amend.1/Rev.1 (TRANS/GE.11/33, paras. 18 and 19 and annex 2).

19. The Group of Experts had agreed that for these amendments, article 18, paragraph 8 of ATP should be applied which provides that annexes and appendices to the Agreement may be modified by agreement between the competent administrations of all the Contracting Parties.

20. The Group of Experts had agreed to propose to the Secretary-General of the United Nations, as Depositary of the ATP, 1 July 1988 as the date of entry into force of proposed modifications. In case the secretariat could not obtain the agreement of all Contracting Parties to the modifications before that date, the date of entry into force to be proposed to the Secretary-General could be postponed month-by-month as the secretariat deemed necessary, always taking into account the desire to complete the procedure as early as possible.

21. In accordance with the Group of Experts' decision the secretariat requested the agreement of the competent authorities of those Contracting Parties which were not represented at its forty-third session (TRANS/GE.11/33, paras. 20-24). So far the competent authorities of all Contracting Parties except Austria, Morocco and Yugoslavia have given their agreement.

22. The Working Party asked the secretariat to do its utmost to obtain the agreement of the three remaining countries so that the amendments could enter into force as early as possible.

PROPOSED AMENDMENTS TO THE ATP

(a) Article 10, paragraph 1

23. The Working Party noted that the Government of Italy had transmitted to the secretariat its proposal to amend article 10, paragraph 1 by inserting the word "European" between "Any" and "State" (TRANS/WP11/R.5).

24. In the meantime the Government of Italy has submitted a formal proposal for amending article 10, paragraph 1 to the Depositary of the Agreement (Depositary Notification C.N.121.1988, TREATIES-3 of 30 June 1988.

25. The Government of the United States, pursuant to article 18, paragraph 2 (a) of the ATP, made an objection to this proposal.

26. After a short discussion the Working Party agreed to delegate this matter to a small group of experts to meet in the course of the session in order to consider a possible amendment to the article.

27. The Chairman of the small group informed the Working Party of the outcome of the discussion on the issue. Some delegations had considered that an amendment to article 10 might be useful. They proposed an addition to the end of paragraph 1 of article 10, to the following effect:

"It is understood that, as from ... the provisions of this paragraph shall be applicable only to those Contracting Parties which accept the application of the Agreement on the main part of their territories."

28. The small group agreed that national legal advice was needed on the proposed wording and its effect. They wished the Working Party to consider whether Governments should nevertheless be asked for their views on the draft.

29. The Working Party agreed to refer the draft to their Governments for their views and to send those comments to the secretariat before 1 March 1989. The secretariat could then circulate those comments before the next session of the Working party.

(b) Annex 1, paragraph 1; annex 1, appendix 1, paragraphs 1 and 4; annex 1, appendix 2, paragraphs 1, 41, 51 to 59

30. The Working Party took note of document TRANS/WP11/R.1 submitted by the Government of the Netherlands.

31. Introducing the document, the representative of the Netherlands said that his Government was willing to accept the proposal as it was submitted to the depositary of the Agreement. However, he felt that the study of the problems should continue at the next meeting of test engineers within the IIR on the basis of tests carried out in some European countries.

32. The Working Party requested the IIR to report on the progress of that study at the next session of the Working party.

(c) Annex 1, appendix 2, paragraph 27

33. It was recalled that at its last session the then Group of Experts had considered the proposal of France to study the possibility of improving the accuracy of the measuring of the K-coefficient provided for in paragraph 27 of appendix 2 of annex 1 from $\pm 10\%$ to $\pm 5\%$ and had decided to postpone the discussion of the matter until the IIR had completed its study on the subject.

34. The representative of the IIR informed the Working Party that at its meeting in May the IIR Sub-Commission of Test Engineers came to the following agreement:

"The accuracy of the K-value measurement, can be reduced to ± 5 per cent provided the following procedures are adopted:

1. Precision of temperature measurement
 - 1.1 The error of the average internal temperature shall not exceed 0.2°C .
 - 1.2 The error of the average external temperature shall not exceed 0.2°C .
2. Precision of power measurement

This should be better than 1 per cent.
3. Precision of surface area measurement

The error should not exceed 1 per cent.
4. The maximum error in K, as defined above, is therefore ± 4 per cent.
5. Under steady state conditions other errors, i.e. temperature fluctuations or drifts, may increase the above to ± 5 per cent."

35. Several delegations felt that the reduction of the accuracy of the K-coefficient from $\pm 10\%$ to $\pm 5\%$ could be accepted for the heating method of testing.

36. The opinion was expressed that for certification purposes mainly the heating method was used while the cooling method was applied for research purposes.

37. However, the Working Party decided that before taking a final decision on the subject, there was a need for a round-Europe checking tests.

38. It was agreed that the round-Europe checking tests would be co-ordinated by the IIR. Representatives of France, the Federal Republic of Germany, the Netherlands, Spain and the United Kingdom expressed their desire to take part in it.

39. The Working Party requested the IIR to report on the results of the round-Europe checking tests by the next session of the Working Party.

(d) Annex 1, appendix 2, paragraph 29

40. The Working Party took note of the fact that the problem of the aging of insulated vehicles was still under study by the IIR Sub-Commission of Test Engineers and of the Commissions D-2 and D-3.

41. It was felt that the tests for the establishment of definite values for change in the K-coefficient over time and the caution which must be exercised would require some time, so that no rapid results could be expected from the IIR.

42. The United Kingdom delegation expressed its doubts that definitive values would be obtained.

43. The Chairman concluded that the Working Party should continue to consider the matter on the basis of information to be submitted by the IIR and possibly by the national laboratories.

44. The representative of the United States of America informed the Working Party that several laboratories, manufacturers and transporters in his country were planning to undertake a research on aging of insulated equipment over the course of the next five years.

SUITABILITY OF THIN-WALLED EQUIPMENT FOR THE TRANSPORT OF FROZEN PRODUCTS

45. The Working Party was informed that the Council of the European Economic Community had approved a directive in accordance with which refrigerated superstructure of thick-walled refrigerated vehicles may have a maximum width of 2.60 m. The same directive defines a "thick-walled refrigerated vehicle" as "any vehicle whose fixed or movable superstructures are specially equipped for the carriage of goods at controlled temperatures in accordance with Classes B, C, E and F of the Agreement of 1 September 1970 on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP) and whose side walls, inclusive of insulation, are each at least 45 mm thick;".

46. Having noted that and also taking into consideration the proposal of Italy (TRANS/WP11/R.3/Add.1) to amend the proposal of the French and the United Kingdom delegations reproduced in annex 3 to document TRANS/GE.11/33, the Working Party agreed on the amendment of annex 1, paragraph 1 of ATP, the text of which is reproduced in annex 1 to this report.

47. The delegation of Sweden agreed to propose this amendment to the Depositary in accordance with article 18 of the ATP.

DEFINITION OF CONTAINER FOR THE PURPOSE OF ATP

48. The Working Party continued the discussion of this matter on the basis of documents TRANS/GE.11/R.128, TRANS/WP11/R.4 and Add.1 to 3.

49. The representative of Sweden reiterated his Government's interest in defining "container" for the purpose of ATP, stressing the problem of international transport of small containers.

50. The Working Party felt that as far as the centrifugation was concerned for small containers it seemed advisable that a photocopy of the certificate be kept in the vehicle used for its carriage: this implicitly is contained in the provisions of the ATP.

51. As far as the problem of marking of these small containers was concerned, it was felt that an ATP certificate plate could solve the problem.

52. Nevertheless, the Working Party admitted that problems existed with the international transport of small containers of volume less than 1 m³. However, it wondered whether a definition of small container for the ATP purpose with specified dimensions should be included in the ATP.

53. It decided to consider this problem at its next session, taking into account the ISO definition of thermal container (ISO 1496/2).

54. The representative of Sweden offered to submit to the secretariat a paper on the subject which will also take into consideration comments made by delegations in the course of the current session.

ANNEX 2

55. At its last session the then Group of Experts concluded that a large measure of agreement had been reached on annex 2 to the ATP, although there were still some reservations, mainly concerning footnote 1/ to the text which was reproduced in annex 4 to its report (TRANS/GE.11/33).

56. The Working Party held a thorough discussion of the proposed annex 2 and agreed to delete the footnote 1/ from its text.

57. However, it agreed that the problem of measurement of the temperature of the foodstuffs during the carriage should be studied separately.

58. Therefore, the Working Party decided to include in its agenda for the next session an item dealing with that problem and requested Governments and international organizations concerned to submit their comments and proposals to the secretariat not later than 1 March 1989 so that they could be translated and distributed in time for the next session.

59. It also requested Governments to include in their delegations food experts experienced in the temperature measurement of the frozen foodstuffs, so as to enable the Working Party to have a fruitful discussion.

60. The adopted amended text of annex 2 is reproduced in annex 2 to this report.

61. The delegation of the United Kingdom agreed to propose this amendment to the Depositary of the Agreement in accordance with article 18 of the ATP.

ANNEX 3

62. The Working Party proceeded to the second reading of the draft text of annex 3 to the ATP reproduced in annex 5 to document TRANS/GE.11/33, taking also into account comments transmitted to the secretariat to date by Governments and international organizations concerned.

63. After a long discussion it agreed in principle with the draft text of annex 3 to the ATP, which is reproduced in annex 3 to this report.

64. The Working Party requested Governments and international organizations concerned to submit their comments on the draft text by the end of March 1989 to be considered at the next session of the Working Party.

INTRODUCTORY SENTENCES FOR ANNEXES 2 AND 3

65. The representatives of Denmark, the Federal Republic of Germany, the Netherlands, Sweden and the USSR referring to paragraph 2 of the introductory sentences to annexes 2 and 3, said that in their opinion the expression "during carriage" meant not opening the refrigerated equipment during the transport of perishable foodstuffs.
66. The representative of Sweden raised the question of temperature measurement during the transport of perishable foodstuffs and its control.
67. He felt that the Working Party could consider the problem of responsibility for the measurement of temperature during the transport and expressed the idea of dividing this responsibility between the seller, carrier and the buyer of the products.
68. In his opinion this problem was closely linked also to the distinction between the meanings of the "good transport practice" and "minimum requirements".
69. Several delegations felt that there was a need for further studying the possibilities to measure and control the air temperature inside the refrigerated equipment so as to avoid the openings of vehicles during the transport.
70. The Working Party requested the IIR to continue this preliminary discussion in the group called by IIR to formulate a proposal on the question of temperature measurement mentioned in paragraph 57 above.

INTRODUCTION OF MODULAR SYSTEMS FOR THE CARRIAGE OF PERISHABLE FOODSTUFFS

71. The Working Party noted the information on ISO activities in the field of physical distribution of goods reproduced in document TRANS/WP11/R.6.
72. The representative of Transfrigoroute International said that many countries and ISO were considering the co-ordination of dimensions of transport chains among themselves and with its infrastructure.
73. He felt that in this context:
- (1) Road transport should be seen as the basic mode for harmonization of other modes of transport.
 - (2) Co-ordination of dimensions in different modes of transport should be based on the loadings, but not on the dimensions of vehicles.
 - (3) Dimensional co-ordination in the transport chains based on the load could pose problems for the transport of perishable foodstuffs, special equipment of which requires additional space.
74. Therefore he proposed that the construction of refrigerated equipment should be based on the assumption of a load of 33 pallets of 800 x 1,200 mm.

75. The representative of IRU supported that proposal as it would enable the construction of semi-trailers of 16.5 m length, compatible with the modular system based on pallets of 800 x 1,200 mm.

76. The representative of the Netherlands fully agreed with paragraph 73 above but criticized paragraph 74 which in his opinion showed lack of co-ordination between Transfrigoroute International and ISO. He said that ISO had clearly stated the 1,000 x 1,200 module being the preferential cargo unit, and that load length of 16 m (32 units of 1,000 x 1,200) was also compatible with existing air cargo modules. He felt that 53 feet (16.165 m) containers being developed in the United States was an important step. However, 54 feet (16.470 m) would be in line with 16.5 m semi-trailers mentioned in paragraph 75 above.

77. The representative of Italy disagreed with the statement in paragraph 73.

78. The Working Party concluded that recommendations on standards should go in line with ISO work.

79. The Working Party expressed its view that the dimensions of vehicles for transport of perishable foodstuffs should be co-ordinated with the internationally accepted modular standards in agreement with the Inland Transport Committee's subsidiary bodies.

FACILITATION OF TRANSPORT OF PERISHABLE FOODSTUFFS

80. It was recalled that this item was included in the agenda at the request of the representative of Transfrigoroute International.

81. Introducing his proposal the representative of Transfrigoroute International said that the purpose of consideration of the issue was to elaborate a system which would reduce excessive delays at borders between countries when authorities make inspections related to sanitary, quality, phytosanitary and veterinary requirements.

82. He recalled that several documents on those problems had been discussed in different subsidiary bodies of the Inland Transport Committee on the basis of documents TRANS/GE.30/R.150, TRANS/WP.30/R.11, TRANS/GE.24/R.87 and TRANS/R.163.

83. He suggested that the item should be included in the agenda for the next session of the Working Party and discussion be held on the basis of document TRANS/R.163. He also wished that Governments make their points of view known on that document.

84. In that context reference was made to the ECE International Convention on Harmonization of Frontier Controls of Goods (ECE/TRANS/55) which aims at facilitation of the passage of goods, including perishables at frontiers.

85. Several delegations in general supported the idea of discussing the issue. However, they felt that a close co-operation with the other subsidiary bodies of the Inland Transport Committee, e.g. WP24 and WP30, was necessary.

86. After a short discussion the Working Party decided to place this item on its agenda for the next session.

87. It requested Governments and international organizations concerned to submit their comments and proposals for future action by 1 March 1989.

88. These documents supplemented by a note of the secretariat on the outcome of the discussion on the facilitation of transport by different subsidiary bodies of the Inland Transport Committee will be submitted to the next session of the Working Party for further action.

CONSIDERATION OF CERTAIN MODIFICATIONS OF THE WORDING OF THE NEW TEST REPORTS

89. The Working Party took note of the proposed amendments made by France and the United Kingdom which are reproduced in annex 4 to this report.

90. The Working Party requested the Governments to submit their comments to the secretariat, if any, by 1 March 1989. If it seemed appropriate in the light of those comments, the delegation of France might then send a formal amendment proposal to the Depositary of the ATP.

PROGRAMME OF WORK

91. During the consideration of this item the representative of the United States raised the question of possible inclusion in the programme of work of a paragraph dealing with the study of the effects of the single market within the European Economic Community on the application of the ATP among the Community countries and between Community States and other States.

92. The representative of the Netherlands was of the opinion that such an inclusion might be premature.

93. However, he felt that at this stage information on the progress of the integration in Europe could be provided to the Working Party.

94. The Working Party decided to request the relevant international organizations, e.g. the EEC and CMEA, to provide such information.

95. The Working Party approved its programme of work for 1989-1993 as reproduced in annex 5 to this report.

OTHER BUSINESS

(a) Annex 1, appendix 1, paragraphs 1 and 4

96. The representative of the United Kingdom recalled that by a communication received by the Secretary-General on 15 October 1986 (Depositary Notification C.N.243.1986, TREATIES-6 of 4 December 1986) his Government objected to the amendments proposed by France to annex 1 of the Agreement (Depositary Notification C.N.66.1985, TREATIES-2 of 30 July 1985) which, inter alia, contained amendments to annex 1, appendix 1, paragraphs 1 and 4.

97. He informed the Working Party that in the meantime conditions set up in that proposal could be fulfilled by his country.

98. The Working Party requested the representatives of the United Kingdom and France to work out a new amendment proposal on the subject and to submit it to the secretariat for discussion at the next session.

(b) Date of the next session

99. The Working Party was informed that its forty-fifth session had provisionally been scheduled to take place from 11 to 13 September 1989 taking into account the decision of the ECE (E/ECE/1150/Rev.1 and ECE/AC.17/4).

100. The Working Party felt that a three-day meeting a year would not be sufficient for carrying out its work on the up-dating of the ATP which has to follow the rapid technological development. It therefore strongly favoured the extension of the annual session to four days and asked the Inland Transport Committee to approve for the 1989 session of the Working Party the date 11 to 14 September.

101. The Working Party considered that the availability of documents well in advance of its session would be of the utmost importance for its work.

(c) Distribution of documents

102. 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.

TRIBUTE TO MR. STRASSER AND MR. LANDHEER

103. The Chairman informed the Working Party of the retirement of Mr. F. Strasser, Chief of the Facilitation Section in the Transport Division. He said that Mr. Strasser joined the Economic Commission for Europe in 1970 and since then with a short break he had worked there. Due to his background and experience he had an excellent knowledge of inland transport problems and therefore had made an outstanding contribution in the promotion of the ATP and facilitation of transport of perishable foodstuffs in Europe in general.

104. The Chairman, on behalf of the Working Party, thanked Mr. Strasser for his devotion and competence and for the achievements attained under his guidance and wished him all the best for the future.

105. Then the Chairman also informed the participants about Mr. Landheer's retirement, mentioning his valuable contribution towards the work of the Working Party. He said that the Working Party would also miss his kindness as well as his competence and wished him a long and happy retirement.

ADOPTION OF THE REPORT

106. The Working Party adopted the report on its forty-fourth session together with the annexes.

Annex 1

PROPOSED AMENDMENT BY FRANCE, SWEDEN AND THE UNITED KINGDOM
TO THE ATP ON SIDE-WALLS WIDTH

"Annex 1

The third subparagraph of paragraph 1 should read:

'IR: heavily insulated equipment characterized by:

a K-coefficient equal to or less than $0.4W/m^2K$;

a wall thickness of at least 45 mm in the case of transport equipment wider than 2.50 m.

However, this second condition is not required for the transport equipment designed before the date of entry into force of this amendment and manufactured before that date or during the period of three years following that date'."

Annex 2

DRAFT TEXT OF ANNEX 2 TO ATP

"Annex 2

SELECTION OF EQUIPMENT AND TEMPERATURE CONDITIONS TO BE OBSERVED FOR THE
CARRIAGE OF QUICK (DEEP)-FROZEN AND FROZEN FOODSTUFFS

1. For the carriage of the following quick (deep)-frozen and frozen 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 foodstuffs at any point in the load must be at or below the indicated value 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. During certain operations, such as defrosting the evaporator of mechanically refrigerated equipment, a brief rise of the temperature of the surface of the foodstuffs of not more than 3°C in a part of the load, e.g. near the evaporator, above the appropriate temperature may be permitted.

Ice cream	-20°C
Frozen or quick (deep)-frozen fish, fish products, molluscs and crustaceans and all other quick (deep)-frozen foodstuffs	-18°C
All frozen foodstuffs (except butter)	-12°C
Butter	-10°C
Deep-frozen and frozen foodstuffs mentioned below to be immediately further processed at destination: <u>1/</u>	
Butter	
Concentrated fruit juice	

Note

1/ The deep-frozen and frozen foodstuffs listed, when intended for immediate further processing at destination, may be permitted to gradually rise in temperature during carriage so as to arrive at destination at temperatures no higher than those specified by the sender and indicated in the transport contract. This temperature should not be higher than the maximum temperature authorized for the same foodstuff when refrigerated as mentioned in annex 3. The transport document shall state the name of the foodstuff, whether it is deep-frozen or frozen and that it is to be immediately further processed at destination. This carriage should be undertaken with ATP-approved equipment without use of the thermal appliance to increase the temperature of the foodstuffs."

Annex 3

DRAFT TEXT OF ANNEX 3 TO ATP

"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 foodstuffs at any point in the load must be at or below the indicated value 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. Chilled foodstuffs shall not be carried without insulated protection in the same space as quick (deep)-frozen or frozen foodstuffs.]

	<u>Maximum temperature</u>
Meat (other than red offal, minced meat and meat in small pieces)	+7°C
Red offal, <u>1/</u> minced meat and meat in small pieces, ready cooked foods (meat, fish, vegetables) [and ready to eat prepared raw vegetables and vegetable products]	+3°C
Raw milk <u>1/ b/ c/</u> , game, poultry and rabbits	+4°C <u>a/</u>
Meat products, <u>2/</u> pasteurized milk, <u>1/</u> fresh dairy products <u>1/ a/ 3/</u> (yoghurt, kefir, cream and fresh cheese).....	at temperature indicated on the label but not exceeding +6°C
Butter	+10°C
Non-prepackaged fish, molluscs and raw crustaceans with shells <u>4/</u>	must always be carried in melting ice
Prepackaged fish, molluscs, peeled crustaceans	[+2°C] <u>a/</u>
<u>Foodstuffs listed below to be immediately further processed at destination: 5/</u>	
Butter	+14°C <u>b/</u>

Notes

1/ In principle, the duration shall not exceed [48] b/ hours.

2/ Except for products stabilized 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 products stabilized by salting, smoking, drying or sterilization and except for live fish, molluscs and crustaceans.

5/ The foodstuffs listed, when intended for immediate further processing at destination, may be permitted to gradually rise in temperature during carriage so as to arrive at destination at temperatures no higher than those indicated by the sender. The transport document shall state that the product is chilled, the name of the product, that it is to be immediately further processed at destination, and the maximum temperature allowed during carriage.

a/ The representatives of Norway, Ireland and the Netherlands entered a reservation.

b/ The representative of Italy entered a reservation on transport duration.

c/ The representative of Italy entered a reservation on temperature."

Annex 4

PROPOSED AMENDMENT BY FRANCE AND THE UNITED KINGDOM ON CERTAIN
MODIFICATIONS OF THE WORDING OF THE NEW TEST REPORTS

Reference is made to document E/ECE/810 - E/ECE/TRANS/563/Amend.1/Rev.1

1. In test report model 1 B:

Delete the line: "Mean surface area at each compartment:

$$S_n = \sqrt{S_{in} \cdot S_{en}} \dots\dots\dots m^2 "$$

2. In test report model 2 B:

Replace the formula under (b) by:

$$" \phi_i = \frac{\sum S_{in} \cdot \phi_{in}}{\sum S_{in}} \dots\dots\dots "C \dots\dots\dots \pm K "$$

3. For all test reports at the determination at cooling/heating appliances (refrigerated, mechanically refrigerated, heated) add to test report Model 1 A after the line "accessories 6/ ..."

the line "K coefficient = W/m²K"

4. In test report model 5:

After "Drive: electric/thermal/hydraulic 1/" add "description"

After "Evaporator" add "Motor: Make type"

Power KW ..at ..rpm"

Annex 5

PROGRAMME OF WORK FOR 1989-1993 TO BE SUBMITTED TO THE
INLAND TRANSPORT COMMITTEE FOR CONSIDERATION

0.9.4. TRANSPORT OPERATIONS

0.9.4.6. Harmonization of regulations and standards relating to the international transport of perishable foodstuffs and facilitation of its operations

Description: With a view to facilitating the international transport of perishable foodstuffs, the Committee will consider, as and when required, selected problems, in particular with regard to:

- (a) The 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;
- (b) The preparation and application of resolutions on various subjects concerning the transport of perishable foodstuffs;
- (c) The consideration of relevant studies carried out on the subject by other international organizations;
- (d) The consideration of proposals for facilitating the international transport of perishable foodstuffs including the choice of rational conditions for the transport of perishable foodstuffs ensuring minimum loss during transport;
- (e) Study of the possibility of collecting statistical data on equipment used for the carriage of perishable foodstuffs under controlled temperature;
- (f) Means of closer co-operation with international organizations, in particular with the International Standardization Organization (ISO), the European Economic Community (EEC) and the Centre Européen de Normalisation (CEN) and adequate steps to be taken by Governments to achieve this aim.
- (g) Urge Governments to increase support for the co-operation 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 testing stations; with respect to comparative testing.

Work accomplished: Amendments to ATP have been considered and draft resolutions prepared.

Work to be undertaken: Study by the Working Party on the Transport of Perishable Foodstuffs of problems which arise, including the evaluation of the suitability of thin-walled vehicles for the carriage of quick (deep) -frozen products and consideration of questions relating to the facilitation of the transport of perishable foodstuffs where appropriate in co-operation with the Working Party on the Standardization of Perishable Products and the Working Party on Customs Questions affecting Transport with a view to the possible amendment of ATP and the relevant resolutions.

Duration: Continuing.

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