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Working Party on the Transport of Perishable Foodstuffs

Seventy-fifth session

**Report of the Working Party on the Transport of Perishable
Foodstuffs on its seventy-fifth session**

held in Geneva from 8-11 October 2019

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I. Attendance

1. The Working Party on the Transport of Perishable Foodstuffs (WP.11) held its seventy-fifth session from 8-11 October 2019 with Mr. K. de Putter (Netherlands) as Chair and Mr. J.M. Bonnal (France) as Vice-Chair.
2. Representatives of the following countries took part in the session: Croatia, Czech Republic, Denmark, Finland, France, Germany, Italy, Latvia, Luxembourg, Morocco, Netherlands, Poland, Russian Federation, Slovenia, Spain, Switzerland, Turkey, United Kingdom of Great Britain and Northern Ireland and United States of America.
3. A representative of Algeria also took part in the session in accordance with paragraph 11 of the terms of reference of the Economic Commission for Europe.
4. The intergovernmental organization International Institute of Refrigeration (IIR) and the non-governmental organizations International Association of the Body and Trailer Building Industry (CLCCR) and Transfrigoroute International (TI) also took part in the session. EuroMed was also represented.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.11/240
ECE/TRANS/WP.11/240/Add.1

Informal document: INF.1 and INF.3 (Secretariat)

5. The provisional agenda (ECE/TRANS/WP.11/240 and -/Add.1) were adopted as amended by informal document INF.1 to take account of informal documents INF.1 to INF.5.

III. Activities of ECE bodies of interest to the Working Party (agenda item 2)

A. Inland Transport Committee

6. The Working Party was informed about the results of the eighty-first session of the Inland Transport Committee (ITC), (19-22 February 2019) as reflected in its report (ECE/TRANS/288, paragraphs 99-104).
7. The ITC adopted the reports of its subsidiary bodies (ECE/TRANS/288, para. 117).
8. Regarding proposals for a concrete plan aligning the work of the Working Party with the ITC strategy, WP.11 decided to send contributions to the secretariat that will then be consolidated and presented in a document for discussion at the next session.
9. With respect to pending issues reflected in the report of the Round table discussion on ways of improving the functioning of the Working Party (see ECE/TRANS/WP.11/239, paras. 5-29) the Working Party decided to find a suitable way of holding further discussions at the next session.

B. Working Party on Agricultural Quality Standards

10. The activities of the Working Party on Agricultural Quality Standards (WP.7) of interest to WP.11 were:
 - UNECE Meeting/Workshop on Meat Quality for a Sustainable future: International meeting on eating quality, standards and innovative solutions for trade, 1-2 August 2019, Potsdam-Berlin, Germany;
 - Twenty-eighth session of the Specialized Section on Standardization of Meat (GE.11), 19 November 2019, Geneva, Switzerland;

- Seventy-fifth session of the Working Party on Agricultural Quality Standards (WP.7), 20-21 November 2019, Palais des Nations, Geneva, Switzerland.

11. For more information on these and other activities, please visit WP.7 website at <http://www.unece.org/trade/agr/welcome.html>.

IV. Activities of other international organizations dealing with issues of interest to the Working Party (agenda item 3)

A. International Institute of Refrigeration (IIR)

12. The Working Party was informed about the results of the meeting of the IIR sub-commission on refrigerated transport (CERTE Meeting) held in Wageningen, Netherlands 24-25 April 2019 (see informal document INF.2). The Sub-Commission had given its support for proposals to WP.11 including those on:

- Airflow reference (translation issue between French and English versions);
- Second supplier of evaporators.

13. Some concerns were raised regarding an error on the Multi-Temp calculation tool reported in the minutes of the CERTE Meeting. The representatives of Transfrigoroute International clarified that the error was fixed in the latest update of the software and expressed their willingness to fix any errors that are identified in the future.

B. Transfrigoroute International

14. The representative of Transfrigoroute International presented the recent activities of his organization as reflected in informal document INF.5.

C. Standardization organizations

15. WP.11 was informed about the status of work on the development and revision of standards.

EN Standards

1. CEN/TC 413 Working Group 2

16. Experts from France, Italy, Ireland, United Kingdom and Germany with informal participation of experts from other European Nations have had several meetings and working group meetings during the last 12 months.

17. EN 16440 – 1:2015-01 Testing methodologies of cooling equipment for insulated means of transport – Part 1: Mechanical refrigeration devices with forced air circulation evaporator with or without heating devices. The final version was published in January 2015.

18. Following additional part was still under consideration:

- Part 2: Eutectic Systems: The actual working draft is still under consideration for the final version, especially the test provisions for cooling capacities and consumption for new equipment's with eutectic systems as well equipment's in daily operation sequences. Draft project was sent for a new ballot and activation to finalize the draft version of prEN 16440-2 and CEN Enquiry;
- Part 3: Transport refrigeration systems with dry ice This project is stopped;
- Part 4: Controlled gas refrigeration systems with direct evaporation. This project is stopped;
- Part 5: Controlled gas refrigeration systems with indirect evaporation This project is stopped.

19. An additional part 6: Special requirements on multitemp systems – is scheduled as a further project

20. An additional part X: Special requirements for equipment's using flammable refrigerants for mechanical refrigerated or heated devices – is under consideration as a further project “Test requirements and risk analysis process for transport refrigeration systems with *new* low GWP refrigerants” at Working Group 1 and Working Group 2 due to the impact on the work of both groups.

2. CEN/TC 413 Working Group 1

21. Experts from France, Finland, Italy, Ireland, United Kingdom and Germany supported by experts from Slovakia and Czech Republic with informal participation of experts from other European Nations have had several meetings and working group meetings during the year.

22. The scope of the project committee will be a standard with the title: Insulated means of transport for temperature sensitive goods – requirements and testing. The standard applies to thermally insulated means of transport used for temperature sensitive goods in order to limit the heat exchange to the external conditions. If certain temperatures have to be maintained, they could be additionally provided with a cooling and/or heating source. Requirements would take into account inside temperatures between – 30°C and + 25°C and ambient conditions between -30°C and +43°C.

23. The standard is projected with different parts as:

- EN 17066 Part 1: Container - Insulated means of transport for temperature sensitive goods – Requirements and testing to define the terminology, the specific requirements, test provisions, dimensioning of insulated bodies including evaluation of k value. Final version was published in October 2019;
- Part 2: Equipment - Combination of insulated bodies and their cooling and/or heating devices including verification of cooling and heating capacities for long distance transport as well distribution;
- Part 3: Small containers for multiple use with an internal volume not more than 2 m³;
- Additional part: Special requirements on multitemp systems – was scheduled as a further project;
- An additional part X: Special requirements for equipment's using flammable refrigerants for mechanical refrigerated or heated devices– is under consideration as a future project “Test requirements and risk analysis process for transport refrigeration systems with *new* low GWP refrigerants” at Working Group 1 and Working Group 2 due to the impact on the work of both groups.

24. The actual proposal would be taken into consideration during the next meeting on 26-27 of November 2019, in Padova, Italy.

3. Revision of EN 12830

25. Revision of the EN 12830:1999 – Temperature recorders for the transport, storage and distribution of chilled, frozen, deep-frozen/quick-frozen food and ice cream – Tests, performance, suitability.

26. A new version of EN 12830:2018-10 – Temperature recorders for the transport, storage and distribution of temperature sensitive goods – Tests, performance, suitability is published. It takes into account actual technical developments and requirements. The scope of the revised standard has an increased of the temperature range from – 80 to + 85°C for temperature sensitive goods in the cold chain.

4. Revision of EN 13485 and EN 13486

27. The following standards were revised to adopt modifications and to take into account current technical development of the published EN 12830:2018-10 – Temperature recorders for the transport, storage and distribution of temperature sensitive goods – Tests, performance, suitability:

- EN 13485:2002 – Thermometers for measuring the air and product temperature for the transport, storage and distribution of chilled, frozen, deep-frozen/quick-frozen food and ice cream – Tests, performance, suitability; and
- EN 13486:2002 – Temperature recorders and thermometers for the transport, storage and distribution of chilled, frozen, deep-frozen/quick-frozen food and ice cream – Periodic verification.

28. Consideration started on 4 October 2018. Several meetings of the CEN TC 423 PC were held in Berlin, Paris, Madrid, Munich with experts from Germany, France, Spain and Portugal. Next meeting was taking place on 23 October 2019 in Paris.

5. ISO Standards

29. The representative from the United Kingdom gave a brief outline of the five ISO standards developed or in the process of being developed relevant to WP.11:

- ISO 1496 PART II ISO/TC104/ SC2/ WG1 -Specification and testing – Thermal containers, was published in October 2018 and requirements included a K value of $0.3\text{W/m}^2/\text{°C}$ for new containers, that should not exceed $0.4\text{W/m}^2/\text{°C}$ over their lifetime, as described in a new informative annex on ageing showing the deterioration of thermal container insulation over time. K value testing now identical to that of ATP Airflow circulation requirement along with the inclusion of load line and floor heights;
- ISO 20854 ISO/TC104/ SC2/ WG1 – Thermal containers – Safety standard for refrigerating systems using flammable refrigerants – Requirements for design and operation. 100 % positive vote for FDIS and publication at the end of 2019. This standard does not apply to road vehicles, but it will have relevance for a future development of a standard for them;
- ISO 23412 ISO/PC 315 Indirect, temperature-controlled refrigerated delivery services – Land transport of parcels with intermediate transfer out for FDIS should be published in 2019;
- ISO/DIS 22982-1. Transport packaging – Temperature controlled transport packages for parcel shipping – Part 1: General requirements;
- ISO/CD 22982-2 Temperature controlled transport packaging – Part 2: General specifications of testing of temperature-controlled transport packages for parcel shipping.

6. Other standardization activities of interest to WP.11

30. Information on Korean projects in ISO/TC 122 "Packaging". Two Korean projects within ISO/TC 122/WG 16 "Temperature controlled product packaging", Convenorship: Korea are being developed:

- ISO/NP 22982-1, Temperature controlled transport packaging – Part 1: General requirements of temperature-controlled transport packages for parcel shipping; and
- ISO/NP 22982-2, Temperature controlled transport packaging – Part 2: General specifications of testing of temperature-controlled transport packages for parcel shipping.

31. First comments were received until August 2019. Consideration was still pending and on the way to an ISO/FD.

V. Status and implementation of the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) (agenda item 4)

A. Status of application of the Agreement

32. There have been no new accessions to ATP since the last session and the number of Contracting Parties remained at 50.

B. Status of amendments

33. Proposed amendments to the ATP adopted by WP.11 at its seventy-third and seventy-fourth sessions in 2017 and 2018, and contained in Annex I to the report ECE/TRANS/WP.11/237 and Annex I to the report ECE/TRANS/WP.11/239, respectively, (depository notification C.N.19.2019.TREATIES-XI.B.22), were notified to ATP Contracting Parties by the United Nations Treaty Section on 31 January 2019.

34. On 28 February 2019, the Government of Germany, in accordance with Article 18 (2) (b) of the ATP, informed the Secretary-General that although it intended to accept the proposals, the conditions for such acceptance were not yet fulfilled (C.N.75.2019.TREATIES-XI.B.22). Therefore, proposals of amendments adopted at the 2017 and 2018 sessions of WP.11 will be deemed accepted only if, before the expiry of a period of nine months following the initial notification period of six months, the Government of Germany does not notify an objection to the proposed amendments.

35. Proposed corrections to the ATP adopted at the seventy-fourth session of WP.11 in 2018 (ECE/TRANS/WP.11/239, Annex II) were notified to ATP Contracting Parties by the United Nations Treaty Section on 30 January 2019 (C.N.18.2019.TREATIES-XI.B.22). Corrections were deemed accepted on 10 May 2019 (C.N.159.2019.TREATIES-XI.B.22).

C. Test stations officially designated by the competent authorities of countries Parties to ATP

36. At its seventy-third session the Working Party requested the secretariat to send a letter to all contracting parties stating, among other things, the obligation of Contracting Parties to keep the contact information of Competent Authorities up to date.

37. As a result, several countries have updated their Competent Authorities' contact details. All the information received was included in the list of competent authorities and officially designated test stations at the following link: <http://www.unece.org/trans/main/wp11/teststationsnew.html>.

D. Exchange of information among Parties under Article 6 of ATP

Document: ECE/TRANS/WP.11/2019/1 (Secretariat)

38. At the last session, the WP.11 thanked the 22 countries that had provided data in response to the questionnaire on the implementation of ATP in 2017 and stressed that it was mandatory to have information from all ATP contracting parties and that it was a means of harmonizing implementation of the agreement. The information received for the year 2018 was presented in ECE/TRANS/WP.11/2019/1. Countries were also asked to respond to an additional question regarding implementation of the ATP, answers received by the secretariat are included in the annex to document ECE/TRANS/WP.11/2019/1.

39. WP.11 was informed of new developments on parcels and small containers used for the transport of perishable foodstuffs. In order to be informed of current practices and to decide if this was a topic that should be discussed in more detail in future WP.11 sessions, it was decided to include the following question in the 2019 questionnaire: "How parcels and

small containers used for the transport of perishable foodstuffs are regulated in your country?''.

E. Exchange of good practices for better implementation of ATP

40. WP.11 decided to consider the documents under this agenda item under agenda sub-item 5(b).

F. Interpretation of ATP

41. As no document had been submitted under this agenda sub-item, no discussion took place on this subject.

VI. Proposals of amendments to ATP (agenda item 5)

A. Pending proposals

42. As no document had been submitted under this agenda sub-item, no discussion took place on this subject. The Working party agreed to issue a corrigendum to ECE/TRANS/WP.11/237 addressing some inconsistencies found in the proposal for Test report model 13 (see Annex I).

B. New proposals

1. Proposal to amend Annex 1, Section 2: Definition of thermal appliances

Document: ECE/TRANS/WP.11/2019/2 (Germany)

43. The Working Party agreed in principle with the addition of a definition for the term "thermal appliances" but the proposal should be redrafted to provide a concrete definition and not just a list of items that could be considered as such.

44. The German delegation was invited to present a revised proposal at the next session taking into account the comments made.

2. Proposal to amend Annex 1, Appendix 1, Section 6: Harmonization of wording

Document: ECE/TRANS/WP.11/2019/3 (Germany)

45. Several concerns were raised regarding the replacement of the term "unit" in some parts of the text as it was not clear to all delegations if it was referring to a unit of area or to a piece of equipment. Representatives of France and the Russian Federation also mentioned problems with the interpretation of the text in French and Russian once the proposed changes were taken into account.

46. The German delegation requested the input of the Working Party to further develop the proposal with the aim of presenting a revised version at the next session.

3. Proposal to amend Annex 1, Appendix 1, Section 6 (a) and (b): Validity of test reports for mechanical refrigeration units

Document: ECE/TRANS/WP.11/2019/4 (Germany)

47. Several concerns were raised concerning the following:

- It was not specified to which competent authority the proposal was referring, the national competent authority or the competent authority of the country of manufacture;

- A clear definition of the expression “no modification to major components” was missing, making it difficult for competent authorities to decide on whether the extension of the validity of the type approval certificate was warranted;
- There was no reference to the version of the software used and in the opinion of some delegations, this information should be available.

48. It was agreed that drafting a list of components that might affect the cooling capacity of the unit was necessary to clarify the meaning of the expression “no modification to major components” and the representatives of Transfrigoroute International will submit a proposal for consideration at the next session.

49. WP.11 invited the German delegation to submit a revised proposal at the next session.

4. Degrees Celsius and Kelvin

Document: ECE/TRANS/WP.11/2019/6 (Spain)

50. There were no objections in principle to the proposals in the document but in order to find a scientifically sound way of consistently expressing temperature, temperature ranges and units of the K coefficient, the Working Party decided to transfer consideration of this document to the next meeting of the IIR sub-commission on refrigerated transport (CERTe Meeting). The representative of IIR requested input from the Working Party, especially the Spanish and Slovenian delegations, in order to identify possible ways forward.

5. Amendment to Annex 1, Appendix 3

Document: ECE/TRANS/WP.11/2019/19 (United Kingdom)

51. The Working Party adopted the proposal in the document with a consequential amendment to point 3 of the “Form of certificate for insulated, refrigerated, mechanically refrigerated, heated or mechanically refrigerated and heated equipment used for the international carriage of perishable foodstuffs by land”, contained in Annex 1 Appendix 3 of the ATP (see Annex II).

6. Amendment to Annex 1, Appendix 2

Document: ECE/TRANS/WP.11/2019/22 (United Kingdom)

52. Document was withdrawn as proposals were already covered in document ECE/TRANS/WP.11/2019/16.

7. Proposals improving test reports and ATP certificate of conformity

Document: ECE/TRANS/WP.11/2019/16 (Netherlands on behalf of the informal working group on the improvements on the approval system of ATP equipment and thermal units)

53. The Working Party thanked the informal working group for the work done on the topic as it considered that improvements on the approval system of ATP equipment and thermal units could contribute to the harmonization of acceptance procedures for all contracting parties.

54. Regarding proposal 1, it was concluded that definitions for the new terms used were necessary before amending the ATP. Discussions on this topic were postponed until such definitions are provided.

55. Proposal 2 was adopted. Proposal 3 was adopted, with a change to the proposed amendment to the French version (see Annex II).

56. Concerning proposal 4, some delegations were of the opinion that if the month and year of manufacture were already required in the manufacturer’s plate then Model test reports should include this information as well. It was pointed out that there were some inconsistencies across models and that a proposal to include the month and year of manufacture wherever relevant should be submitted for consideration at a future session.

57. Proposals 5 and 6 were adopted (see Annex II).

8. Procedure for measuring the power of single-emitter dual-temperature refrigerated and mechanically refrigerated units

Document: ECE/TRANS/WP.11/2019/11 (France)

58. It was mentioned that if the risk of freezing was present when transporting products that were supposed to be kept fresh, then the equipment should not be used for transporting this kind of products and that a clarification in the ATP provisions might be necessary to clearly reflect this principle. There were also some concerns raised as to the placement of the amendment in ATP.

59. It was also clarified that the risk of freezing concerned all types of equipment that do not have heating capacity when transport was taking place at outside temperatures below zero.

60. The French delegation will present a revised proposal at the next session considering all the comments made.

9. Proposed amendment to Annex 1, Appendix 2, paragraph 6.5 Cool down test, measuring the outside temperature

Document: ECE/TRANS/WP.11/2019/12 (Finland)

61. After amending the proposal to take into account some comments and concerns raised, the new proposed text was put to the vote and adopted with 5 votes in favour (Denmark, Finland, Italy, Turkey and United Kingdom) (see Annex II).

10. Amendment to Annex 1, Appendix 2, paragraph 3.2.6 and 4.3.4 (ii), Annex 1, Appendix 3 and the ATP Handbook

Documents: ECE/TRANS/WP.11/2019/10 (France)
ECE/TRANS/WP.11/2019/17 (United Kingdom)

62. It was pointed out that the proposal from the United Kingdom was aimed at completing the amendment included on the ATP that entered into force on 19 December 2016 while the proposal from France was intended to revert to the status before 19 December 2016, where the information regarding airflow was specified by the manufacturer.

63. Some representatives were not in favour of including provisions in the ATP regarding airflow circulation in the body of the equipment as it was understood that the main objective was to keep the necessary temperature around the perishable goods and regulating the rate of air circulation was not the only way to achieve the desired temperature.

64. Some others raised concerns as to how the proposed amendment would handle cases such as when the body of the equipment was either very large or too small; new equipment containing intelligent systems able to handle variable airflows to optimize energy consumption and units that contained more than one evaporator.

65. At the end, the Working Party decided to pursue the approach proposed by the United Kingdom of trying to include provisions in ATP to regulate airflow rates in the body of the equipment before discussing further the proposal by France. To that end, it requested delegations that voted against the proposal (Czech Republic, Finland and Germany) to provide feedback to the United Kingdom's delegation. A revised proposal will be submitted for consideration at the next session.

11. Amendment to the models of reports that define the specifications of equipment and tanks for the carriage of liquid foodstuffs resulting from the need to take into account the technological developments brought about by the use of new insulating foams

Document: ECE/TRANS/WP.11/2019/7 (France)

66. Some delegations were of the opinion that the requested information in the proposed amendment could be considered confidential by some manufactures, mostly in cases where the equipment was transferred to another country. It was clarified that the requested

information should be provided to testing stations to conduct tests and that testing stations are under confidentiality agreements.

67. After some concerns were raised regarding the difficulties of obtaining what was considered very detailed information, the proposal was modified and submitted to the vote. It was rejected with three votes in favour (Denmark, France and Morocco) and two votes against (Germany and Russian Federation).

68. The French delegation will present a revised proposal at the next session taking into account these comments and expanding the scope of the proposal to insulating materials rather than just foams.

12. Amendment to Annex 2, Appendix 1

Document: ECE/TRANS/WP.11/2019/20 (United Kingdom).

69. The Working Party adopted Proposal 3 with the addition of a transitional measure to allow the use of temperature recorders currently in service that were in compliance with EN 12830:1999 (see Annex II).

70. It was stressed that the Working Party should expedite the creation of the informal working group on standardization, as it was agreed at the seventy-fourth session, in order to deal with these topics in a more efficient way.

13. Amendment to Annex 1, Appendix 2

Document: ECE/TRANS/WP.11/2019/21 (United Kingdom)

71. The proposal was adopted as a correction (see Annex III)

14. Proposal to amend Annex 1, Appendix 1, Section 3: Certificates of compliance for equipment that is not fitted with a thermal appliance until it has been transferred to another country

Document: ECE/TRANS/WP.11/2019/5 (Germany)

72. While some delegations supported the proposal in principle, as they considered that the application of ATP provisions were not harmonized in all contracting parties and the clarification proposed could avoid unnecessary testing when equipment was transferred to another country, others were of the opinion that existing ATP provisions were clear and failed to see the need for amending them.

73. The proposal was submitted to a vote and it was rejected with 3 votes in favour (Finland, Germany and Luxembourg) and 5 votes against (Denmark, France, Italy, Morocco and Russian Federation).

74. The German delegation was invited to submit a revised proposal, taking into account the comments made, for consideration at the next session.

15. Proposal to amend ATP by introducing special provisions applicable to packages and vehicles and containers containing substances presenting a risk of asphyxiation when used for cooling or conditioning purposes (such as dry ice (UN No. 1845) or refrigerated liquid nitrogen (UN No. 1977) or refrigerated liquid argon (UN No. 1951))

Document: ECE/TRANS/WP.11/2019/13 (Switzerland)

75. It was agreed to include a crossed reference to the relevant texts in other treaties as a comment to Article 4 of the ATP in the ATP Handbook. The modified proposal was adopted (see Annex IV).

16. Temporary ATP certificates for prototype equipment

Document: ECE/TRANS/WP.11/2019/23 (Transfrigoroute International)

76. It was clarified that the scope of the document was to test new technologies on prototypes and that these tests should be performed on the road for different climatic conditions.

77. Some concerns were raised regarding the responsibility of conducting the testing on the prototypes as well as food safety. The representative from Transfrigoroute International explained that the manufacturer of the prototype would be responsible for conducting the tests as well as ensuring that perishable goods were transported in a safely manner in accordance with ATP provisions.

78. The representative of Transfrigoroute International was invited to submit a modified proposal at the next session, taking into account the comments made.

17. Amendment to the model test report that defines the test conditions to be registered for the determination of the air flow volume leaving the evaporator

Document: ECE/TRANS/WP.11/2019/9 (France)

79. Some comments were made regarding testing in accordance with ISO 5801 and the fact that the most relevant information was the flow volume at the outlet. The proposal was consequently modified and adopted (see Annex II).

18. The role of measurement uncertainty in conformity assessment decisions in ATP

Document: ECE/TRANS/WP.11/2019/14 (Slovenia)

80. Several concerns were raised regarding the applicability of different methods to calculate uncertainties in testing laboratories with different designs and using different equipment to conduct tests. It was clarified that the aim of the proposal was to provide some guidelines on conformity assessment decisions for accredited laboratories.

81. The Working Party agreed that in principle these guidelines are necessary and that an intersessional discussion among delegations that had objections to the proposal should take place. A revised proposal should be submitted for consideration at the next session.

19. Definition of the range of equipment taking into account mixed energy source technologies

Document: ECE/TRANS/WP.11/2019/8 (France)

82. It was recognized that the document addressed a general and important topic, how to deal with new technologies in the ATP Agreement. While there was general agreement on the inclusion of definitions for independent and dependent equipment in the ATP, several concerns were raised regarding:

- The level of independence to be requested of the equipment to be considered as such, some questions were raised in relation to the specified time and the conditions on which the machine should run;
- The placement of the definitions in the ATP, as the concept of independent/dependent could be applied to several types of equipment.

83. The French delegation was invited to present a revised proposal at the next session addressing the concerns raised and providing justifications for the decisions taken.

20. Amendment to the model test report that defines the specifications of refrigeration units and their effective refrigerating capacities arising from the need to take into account technological developments brought about by the use of new means of control

Document: ECE/TRANS/WP.11/2019/15 (France)

84. Some delegations agreed with the principle of keeping record of the software version used to conduct tests as this information was necessary to evaluate the need of retesting equipment. It was also pointed out that as equipment might need to be retested there was a cost involved if the proposed amendment were to be adopted.

85. It was mentioned that more consideration should be given to the requested information in the proposal as it was different depending on the type of test or equipment tested and different software versions might be needed to test different configurations of a system.

86. Most delegations agreed that software was playing an increasing role in evaluating the performance of refrigeration machines and that it was important that WP.11 consider this topic and find a way to account for differences among different software versions.

87. Both options of the proposal were put to the vote and were rejected with two votes in favour (Denmark and France) and 2 votes against (Germany and Italy). The French delegation was invited to consult with the delegations of Germany and Italy and come back with a revised proposal at the next session.

21. Amendment to Annex 1

Document: ECE/TRANS/WP.11/2019/18 (United Kingdom)

88. There was agreement on the overall goal of the proposal of reducing emissions, but the Working Party felt that it was not very well justified and possible problems with reclassifying heavily insulated equipment as normally insulated equipment should be studied carefully. Also, equipment used for urban distribution and for long distance transport should be clearly differentiated.

89. It was also mentioned that a considerable transitional period would be needed if the proposed changes were to be adopted. The delegation of the United Kingdom was invited to present a revised proposal at the next session taking into account the comments made.

22. Amendment to ATP with provisions on the establishment of a database of ATP certificates issued by the competent authorities of all contracting parties on the Working Party secretariat's website and provisions that the competent authorities of the contracting parties publish a list of all ATP certificates issued on their websites

Document: ECE/TRANS/WP.11/2019/24 (Russian Federation)

90. Due to the fact that translations of the official document from the Russian Federation were submitted late and the representatives were not able to fully familiarize themselves with the essence of the proposal, the document was presented for a preliminary discussion.

91. Several delegations expressed their support to the proposal and were of the view that a database sharing certificate information would improve checking of compliance by the police and other enforcement bodies. Concerns were raised regarding security (possible increase in the number of fake certificates due to availability of the information) and the time and cost to implement national databases or a central database. It was also suggested to study the possibility of sharing links to national databases on the UNECE website.

92. Some delegations were of the opinion that the validity of certificates can only be assessed by contacting the competent authority issuing the certificate and therefore the database was not necessary. The Working Party decided that it needed more time to assess the conditions of implementation and the usefulness of the database.

93. The delegation of the Russian Federation was invited to present a revised proposal at the next session.

23. Progress report of the informal working group on improvements to the approval system of ATP equipment and thermal units

Document: Informal document INF.4 (Netherlands on behalf of the informal working group)

94. The Working Party was informed of the results of discussions in the informal working group as reflected in informal document INF.4.

95. WP.11 thanked the informal working group for the excellent work done as it facilitates discussions in plenary and extended the mandate of the informal working group to 2020.

VII. ATP Handbook (agenda item 6)

Amendment to Annex 1, Appendix 2, paragraph 3.2.6 and 4.3.4 (ii), Annex 1, Appendix 3 and the ATP Handbook

Document: ECE/TRANS/WP.11/2019/17 (United Kingdom)

96. Proposed amendments to the ATP Handbook were not adopted.

VIII. Scope of ATP (agenda item 7)

97. As no document had been submitted under this agenda item, no discussion took place on this subject.

IX. Energy labelling, refrigerants and blowing agents (agenda item 8)

98. As no document had been submitted under this agenda item, no discussion took place on this subject.

X. Programme of work and biennial evaluation (agenda item 9)

99. The Working Party decided to discontinue the preparation of the programme of work and biennial evaluation documents and to amend agenda item 9 to read “Programme of work”. It also decided to add a new agenda item 7 “Reports of informal working groups” and to renumber existing agenda items consequently.

XI. Election of officers (agenda item 10)

100. The Working Party elected Mr. T. Nobre (Portugal) as Chair, Mr. K. de Putter (Netherlands) and Mr. J. M. Bonnal (France) as Vice-Chairs for its sessions in 2020. The Working Party thanked the officers and the secretariat for their work.

XII. Other business (agenda item 11)

101. The secretariat informed the Working Party that due to internal restructuring within the Sustainable Transport Division, activities related to the transport of perishable foodstuffs were now under the Vehicles regulations and transport innovations section.

1. Tributes

102. The Working Party was informed that Mr. Stumpf (Transfrigoroute International) was retiring in March 2020. WP.11 thanked Mr. Stumpf for his long-lasting contributions to the carriage of perishable foodstuffs and wished him a long and happy retirement.

2. Dates of the seventy-sixth session

103. The dates of 6-9 April 2020 (Monday to Thursday) have been reserved for the seventy-sixth session of WP.11. The deadline for submission of documents is 10 January 2020.

3. Dates of the seventy-seventh session

104. The dates of 13-16 October 2020 (Tuesday to Friday) have been reserved for the seventy-seventh session of WP.11. The deadline for submission of documents is 17 July 2020.

XIII. Adoption of the report (agenda item 12)

105. The WP.11 adopted the report on its seventy-fifth session based on a draft prepared by the secretariat.

Annex I

[Original: English and French]

Corrections to ECE/TRANS/WP.11/237**1. Page 25, Model No.13, under Refrigerating unit presented by**

Delete [(a declaration by the manufacturer shall be provided if the applicant is not the manufacturer)]

2. Page 27, Model No.13, table concerning heat exchangers

For existing table read

HEAT EXCHANGERS		<i>Condenser</i>	<i>Evaporator</i>
Make-Type			
Number of circuits			
Number of rows			
Number of blankets			
Number of tubes			
Fin pitch [mm]			
Tube : nature and diameter [mm] ²			
Total exchange surface [m ²] ²			
Face area [m ²]			
FANS	Make-Type		
	Number		
	Blade per fan		
	Diameter [mm]		
	Power [W] ²		
	Nominal speed [rpm] ²		
	Total nominal output airflow [m ³ /h] at a pressure of 0 Pa ²		
	Method of drive (Description direct current / alternative, frequency, etc.)		

3. Page 28, Model No.13, footnote 2

For Value indicated by the manufacturer read Information indicated by the manufacturer

Annex II

[Original: English and French]

Proposed amendments to ATP

1. Annex 1, appendix 2, section 6.5

Amend the two last paragraphs to read as follows:

“For measuring the outside temperature of the body (T_e), at least 2 temperature measuring points shall be placed,

- One measuring point vertically within 20 cm around the middle height of the body, at a distance of 10 to 20 cm from the side wall, and
- Another measuring point 20 to 50 cm from the air inlet of the condenser unit.

The final reading shall be from the warmest measuring point inside the body at the end of the cool down test. The outside temperature used to determine the maximum cool down time, in case of equipment manufactured from 2 January 2012, is the average temperature of all readings from the outside measuring points until the class temperature has been reached.”

(Reference document: ECE/TRANS/WP.11/2019/12, as amended)

2. Annex 1, appendix 3

In line 6.1.2 in the certificate, replace “Not independent” by “dependent”.

(Reference document: ECE/TRANS/WP.11/2019/16, as amended)

3. Annex 1, appendix 4

In the first line, after the list of distinguishing marks, replace “non-independent” by “dependent”.

(Reference document: ECE/TRANS/WP.11/2019/16, as amended)

4. Annex 1, appendix 2, section 8, Model No. 12

In table concerning heat exchangers, replace the row “-type” by the following 2 rows:

	<i>Condenser</i>	<i>Evaporator</i>
<i>Make</i> ^{2/}		
<i>Type (if applicable)</i> ^{2/}		

(Reference document: ECE/TRANS/WP.11/2019/16, as amended)

5. Annex 1, appendix 2, section 8, Model No. 12

In footnote 2 replace “Value indicated by the manufacturer” by “Information indicated by the manufacturer”.

(Reference document: ECE/TRANS/WP.11/2019/16)

6. Annex 1, appendix 3

In certificate lines 3, 6.1.1 and 6.1.2 replace “MARK” by “MAKE”.

In footnote 8 of the certificate, replace “mark” by “make”.

(Reference document: ECE/TRANS/WP.11/2019/19, as amended)

7. Annex 2, appendix 1

Replace paragraphs 2 and 3 by the following:

“The instrument shall be verified in accordance with EN 13486:2002 by an accredited body and the documentation shall be available for the approval of ATP competent authorities.

The instrument shall comply with standard EN 12830:2018.

Temperature recorders in service that comply with EN 12830:1999 may continue to be used.”

(Reference document: ECE/TRANS/WP.11/2019/20, as amended)

8. Annex 1, appendix 2, section 8, Model No. 12

Amend paragraph (c) line 3 to read as follows:

“Air flow volume leaving the evaporator:

value measured.....m³/h

at a static:

- differential pressure measured between the air flows leaving and entering the evaporator of 0 Pa,
- absolute barometric air pressure ofhPa.”

(Reference document: ECE/TRANS/WP.11/2019/9, as amended)

Annex III

[Original: English and French]

Corrections to ATP

Annex 1, appendix 2, section 8, Model No. 12, table concerning heat exchangers

For “Fan pitch” read “Fin pitch”.

(Reference document: ECE/TRANS/WP.11/2019/21)

Annex IV

[Original: English and French]

Additions to the ATP Handbook

Article 4

Add the following comment to Article 4:

“For packages and cargo transport units containing substances presenting a risk of asphyxiation when used for cooling or conditioning purposes (such as dry ice (UN 1845) or nitrogen, refrigerated liquid (UN 1977) or argon, refrigerated liquid (UN 1951) or nitrogen, see section 5.5.3 of the International Maritime Dangerous Goods Code (IMDG Code), the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) and the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).”

(Reference document: ECE/TRANS/WP.11/2019/13, as amended)
