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INLAND TRANSPORT COMMITTEE

Working Party on the Transport
of Perishable Foodstuffs

REPORT OF THE WORKING PARTY ON ITS FIFTY-THIRD SESSION

(24-27 November 1997)

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ATTENDANCE

1. The following ECE Member States were represented: Belgium; Czech Republic; Denmark; Finland; France; Germany; Ireland; Italy; Latvia; Netherlands; Norway; Portugal; Russian Federation; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland; United States of America. The Republic of South Africa was represented in accordance with paragraph 11 of the Commission's terms of reference. The Commission of the European Union was also represented. The governmental organization International Institute of Refrigeration (IIR) and the following non-governmental organizations: Intercontainer-Interfrigo (ICF), International Air Transport Association (IATA) and Transfrigoroute International (TI) also took part in the meeting.

ADOPTION OF THE AGENDA

2. The provisional agenda (TRANS/WP.11/195) was adopted.

ELECTION OF OFFICERS

3. Mr. M. EILSOE (Denmark) and Mr. V. TKATCHEF (Russian Federation) had been elected Chairman and Vice-Chairman respectively at the fifty-second session.

ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

(a) Economic Commission for Europe

Documents: ECE/1997/36, E/ECE/1346-7 and E/ECE/1354-55

4. The Working Party took note of the results of the fifty-second session of the Economic Commission for Europe and of the reform of the principal subsidiary bodies contained in the plan of action adopted by the Commission.

5. The Working Party wished to conserve its current status and considered that it was not desirable to reduce the length of its annual session to less than four days.

6. The Working Party was also informed of the results of the Regional Conference on Transport and the Environment held in Vienna from 10 to 17 November 1997.

(b) Inland Transport Committee

Document: ECE/TRANS/119

7. The Working Party welcomed the fact that the Inland Transport Committee at its fifty-ninth session had adopted two resolutions on the transport of perishable foodstuffs:

Resolution No. 244: Transport of fresh fruit and vegetables,

Resolution No. 245: Transport of perishable foodstuffs by air/land.

(c) Working Party on Standardization of Perishable Produce and Quality Development (WP.7)

8. The attention of the Working Group was drawn to the UN/ECE standard for porcine carcasses and cuts moving in international trade, recommended by the Working Party on Standardization of Perishable Produce and Quality Development. This standard (ECE/AGRI/135) determined the provisions concerning presentation and temperature requirements and stipulated that the equipment used for transportation shall be appropriate to the physical condition of the meat: e.g. chilled, frozen or deep-frozen and shall be in accordance with requirements of the importing country. In addition, attention was drawn to the provisions of the ATP.

ACTIVITIES OF OTHER INTERNATIONAL ORGANIZATIONS DEALING WITH PROBLEMS OF INTEREST TO THE WORKING PARTY

(a) International Institute of Refrigeration (IIR)

9. The representative of IIR reported to the Working Party on the main results of the test stations meeting held at Cesena (Italy) from 12 to 13 May 1997.

10. The secretariat of WP.11 had benefited from its participation in this meeting for the coordination of its work.

(b) Transfrigoroute International

11. The representative of Transfrigoroute International reported to the Working Party on the distribution to its national groups of a survey on procedures for the granting and renewal of ATP approvals.

12. The Working Party said that it would like to know the final results of the survey.

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

13. To date, the following States had become parties to the Agreement: Austria; Belgium; Bulgaria; Croatia; Czech Republic; Denmark; Finland; France; Germany; Greece; Hungary; Ireland; Italy; Kazakhstan; Luxembourg; Morocco; Netherlands; Norway; Poland; Portugal; Russian Federation; Slovakia; Slovenia; Spain; Sweden; United Kingdom; United States of America; [Yugoslavia]. Switzerland had signed the Agreement but had not yet ratified it.

14. The representative of South Africa said that his country had designated the Ministry of Agriculture to follow up on the accession to ATP and that an application in that regard had been sent to the depositary in New York.

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

Document: TRANS/WP.11/1997/2

15. The Working Party took note of document TRANS/WP.11/1997/2 and invited delegations to update the addresses for their respective countries.

AMENDMENTS TO THE AGREEMENT ON THE INTERNATIONAL CARRIAGE OF PERISHABLE FOODSTUFFS AND ON THE SPECIAL EQUIPMENT TO BE USED FOR SUCH CARRIAGE (ATP) WHICH HAVE ENTERED INTO FORCE

16. The Working Party took note of notification of deposit C.N.309.1997.TREATIES-2 concerning articles 5 and 10 and the amendments to Annex 1, paragraph 1, and to Annex 1, Appendix 2.

17. The Working Party was informed of the entry into force on 12 July 1997 of the amendment to Annex 1, paragraph 5 (see C.N.213.1996.TREATIES-3 and C.N.54.1997.TREATIES-1).

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

(a) Procedure for the revision of ATP

18. The Working Party held an exchange of views on the draft revision of article 18 of ATP, contained in annex 1 of document TRANS/WP.11/194.

19. Several participants considered that it was urgent to modernize the ATP revision procedure - as had been done for other agreements and conventions like ADR - to bring it into line with both technological and political and economic developments.

20. A small informal group was entrusted with the study of the text in square brackets.

21. The small group recommended that the number of Contracting Parties which could prevent the entry into force of amendments to the annexes to the Agreement should be three or more.

22. The Working Party adopted this proposal and expressed the hope that the text of the amendments to article 18 (see annex ...) thus adopted would be transmitted by the secretariat to the depositary so that it could enter into force as quickly as possible.

23. The Working Party also invited the secretariat to distribute on Internet the text of the notifications of deposit so that Contracting Parties could access them as soon as the Treaty Section in New York had prepared them.

(b) Annex 1, Appendix 2, paragraphs 32 to 42
Updating of safety coefficients

Documents: TRANS/WP.11/R.64 and TRANS/WP.11/1997/1

24. The representative of Transfrigoroute International recalled the background to ATP which some 30 years previously had established safety coefficients the values of which he considered to have become outdated as a result of developments in the technology and materials used.

25. He considered that the overall safety coefficient required was only a minimum based on average values aimed at guaranteeing safe temperatures in all weathers.

26. The representative of France said the results of experiments carried out in 1984 by Italy and France showed that the choice of 2.3 as the multiplication factor was quite sufficient.

27. He added that the choice of 2.5 would penalize professionals using body pre-refrigeration and would make it impossible to approve equipment with compressors powered by the vehicle engine, which currently met with user satisfaction.

28. The representative of France said that he hoped that a factor of 2.2 would be kept, although some manufacturers would prefer a value of 2.0 or 1.75.

29. The representatives of Ireland and the Netherlands advised using great caution pending in-depth technical studies which would determine the consequences of the proposed amendments.

30. The representative of the United Kingdom said that in his contacts with the two largest manufacturers on procedures for the approval of multi-compartment vehicles he had had the impression that a high safety coefficient was necessary.

31. He said ATP had functioned successfully with a value of 1.75 because of single-compartment vehicles, whereas present insulation efficiency coefficients were no longer the same; efficiency with movable partitions could exceed a value of 2 and manufacturers tended to increase capacities with the use of new refrigerants.

32. The representative of IIR noted that certain countries were concerned by the impact of the increase in safety coefficients on energy use levels, particularly in view of the planned environmental labelling of transport equipment.

33. The representative of the Russian Federation said that manufacturers of transport equipment intentionally allowed adequate margins and that thought should be given to the economic consequences and provision made for transitional periods so that current means of transport would not suddenly become obsolete.

34. The representative of Transfrigoroute International said he would prefer a value of 2.5 but that he could at a pinch accept a compromise of 2.2 although for controlled-temperature maritime containers the coefficient value was always greater than 2.

35. The representative of Italy said that paragraph 49 referred quite clearly to paragraph 41 of the same Appendix.

36. The representative of France offered to prepare an amendment clarifying the interpretation of Annex 1, Appendix 2, paragraph 41, which should apply only to new equipment although Italy applied it to equipment in use.

37. The representative of Germany, supported by the representative of the Russian Federation, proposed that a working group should be set up, with the participation of the secretariat, to consider all aspects of the question and propose appropriate values for these coefficients at the next session.

38. At the suggestion of the Chairman, the Working Party decided to submit the subject to the Sub-Commission on test stations at its next session, to be held in March 1998 in Cambridge (United Kingdom).

(c) Annex 2, Appendix 1, to ATP

Monitoring of air temperatures for transport of quick-frozen perishable foodstuffs

39. The Working Party took note of draft European standard (CEN) WI 141-010 on “Temperature recorders for the transport, storage and distribution of chilled, frozen, deep-frozen/quick-frozen food and ice cream - Tests, performance, suitability”.

40. The draft was the version submitted in 1996 for consideration (six-month inquiry) by the experts of the various national standard bodies of the European Community. A new version taking account of the views expressed will be submitted during the first quarter of 1998 for adoption by CEN.

41. The representative of the United Kingdom said that the location of the probe should remain optional.

42. The representative of the Russian Federation said the introduction of temperature recorders should be optional and the rail transport industry should not be responsible for automatic temperature recording in wagons.

43. The representative of Transfrigoroute International reminded the meeting that his organization had some years previously prepared the CT11 technical schedule, which was revised every three years and which gave all the details of the location of the probe and seemed to him to be more appropriate.

44. The Working Party decided to await the final adoption of the CEN standard and see how relevant it would be to refer to it.

(d) Annex 3 to ATP

Selection of equipment and temperature conditions to be observed for the carriage of chilled foodstuffs

45. The Working Party was informed that it had not been possible to bring the draft Annex 3 into force following an objection submitted by Finland (see C.N.54.1997.TREATIES-1).

46. The representative of Finland said that the objection originated in a misinterpretation of the legislation on milk hygiene.

47. He informed the Working Party that his country's Ministry of Foreign Affairs had already been informed that the objections to the annex had been withdrawn.

48. The secretariat recalled that the Treaty Section had replied in a similar case in the past that article 18 (of ATP) did not provide for the eventuality of the entry into force of amendments should objections to them be withdrawn.

49. A check would be made with the Treaty Section as to whether the withdrawal of objections could be tantamount to the acceptance of the original amendments within the meaning of article 18, paragraph 5, in order to expedite the entry into force of Annex 3.

50. The Working Party decided to bring the English version into line with the French version for drafting purposes.

(e) Annex 1, Appendix 1, paragraph 2 (d)

Procedures for inspection of equipment in the same series

Document: TRANS/WP.11/1997/1

51. The representative of France explained that his proposal was aimed at taking account of developments in the production of equipment for the transport of perishable foodstuffs whereby it had become possible to produce over 1,000 units in six years, whereas beforehand this number had been lower. Moreover, certification based on ISO 9000 (the manufacturer's quality assurance standard) often involved large-scale production which meant that the 100-unit figure was no longer reasonable.

52. The representative of the United Kingdom said that his country had always applied the current provisions of ATP without problems.

53. In his opinion, the series procedure was clearer in the original version of ATP and would not cause problems in countries where there were no large-scale manufacturers.

54. The representative of France noted that paragraph 2 (d) stipulated that “the competent authority shall determine the percentage of units to be tested”, without specifying whether it was the competent authority of the

manufacturing country or of the country of registration. That situation would raise different problems for industrialists who had quality assurance systems, as well as for competent authorities who were faced with various interpretations involving unfair competition. That would justify specifying that the competent authority in question was that of the manufacturing country.

55. The representative of the Russian Federation pointed out that that would cause problems if the manufacturing country was not a party to ATP.

56. The representative of Belgium said that there were other paragraphs in ATP where the situation was similar and that the texts should be consistent.

57. The Working Party decided, on the proposal of the Chairman and the representatives of France and Italy, provisionally to adopt an amendment to 2 (b) which would take account of the problems raised (see annex 2) and to take up the question again at its next session.

(f) Annex 1, Appendix 4

Definitions of “non-independent” and “removable” thermal appliance

Documents: TRANS/WP.11/R.67, TRANS/WP.11/1997/1

58. The Chairman said that he interpreted the “X” marking as a warning indication.

59. The representative of France replied that it was rather a piece of information intended particularly for persons who were not familiar with the idea of removability and that it held no connotations of lack of confidence in the equipment used. It would also be useful for inspection administrations who would better understand why a stopped vehicle could be permitted to run its engine and the effects which opening one compartment would have on the vehicle's other compartments.

60. The representative of Belgium wondered whether thought should not be given to resolving those questions through training, particularly driver training.

61. After a lengthy discussion on the question, a consensus was reached on the need for the “X” marking, particularly in the case of units powered by the vehicle engine. It would be premature to require it for multi-compartment vehicles.

62. The proposal by France, as amended by the Working Party, can be found in annex 2 and the question was kept on the agenda for the next session.

(g) Conditions of reapproval

63. The Working Party had already raised the problem of harmonization between countries concerning conditions of reapproval of equipment.

64. The Chairman said that the date of validity of reapproval certificates issued for equipment submitted late for reapproval was of particular importance.

65. Only the representative of France had already replied to the request concerning national practice in his country.

66. The Working Party invited member countries to supply information on their respective national practices and asked the secretariat to distribute the questionnaire prepared by Transfrigoroute International to the competent authorities of ATP.

67. The representative of Transfrigoroute International said that he would give the questionnaire to the secretariat so that it could prepare a document on all the ATP countries for the next session.

PROCEDURES FOR THE APPROVAL OF MULTI-COMPARTMENT MULTI-TEMPERATURE VEHICLES

Document: TRANS/WP.11/R.62

68. The representative of the United Kingdom introduced an informal document containing a summary of information on multi-temperature tests.

69. He set out clearly the background to the question, explained the operating system of multi-compartment vehicles and described the proposals of the main manufacturers and the position of Transfrigoroute International.

70. Of the two variants proposed by the two main manufacturers, he considered that it would be preferable to choose the one which was simpler, more practical and more likely to cut costs rather than the one which seemed to cover all the parameters and to be perfect on paper only.

71. The representative of Germany proposed that the multi-temperature test should be performed on one unit of each type, ensuring that the unit tested and its type had the same number of compartments, the same proportions and the same configuration.

72. The representative of Transfrigoroute International supported that proposal, which would be excellent from a technical point of view.

73. The representative of the International Institute of Refrigeration (IIR) said that the Sub-Commission on testing stations, at its last meeting in Cesena (Italy) had proposed that the authorities should ensure that the equipment selected in each compartment met the temperature requirements of Annexes 2 and 3 of ATP and that other rules could be introduced, depending on use.

74. Since then the United Kingdom had made its excellent proposal and it would be preferable to wait for the results of the discussion at the following session of the Sub-Commission on testing stations (in Cambridge).

75. The representative of France said manufacturers of multi-temperature refrigeration units had recently agreed on a version 7 describing the testing

of such units and a (non-compulsory) heat test was to be added. A version 8 of the document would be submitted for consideration by the Sub-Commission on testing stations at its following session.

76. The Working Party adopted the principle of the text proposed by the United Kingdom for paragraphs 61 to 69 (see annex 3); the details would be finalized later.

77. It was decided that forthcoming proposals on the question should be made with reference to those paragraphs.

78. The Working Party expressed the hope that the next meeting on test stations would bring progress towards a solution.

SCOPE OF ATP

Document: TRANS/WP.11/1997/3

79. The representative of the United Kingdom introduced the document (TRANS/WP.11/1997/3) submitted by his country and by South Africa, Germany and the Netherlands.

80. He gave a detailed description of the ripening of fruit, the pre-shipment treatment of bananas, the shipment of unripe bananas, their ripening, the treatment of citrus fruit, the optimum storage temperature and the transport of different types of citrus fruit.

81. His conclusion was that the main problem for bananas at the unripened and ripe stages was chilling injury, which was both time and temperature dependent. For citrus fruit, the temperatures were dependent on fruit type, variety, growing location, etc., which made it impossible to define a single temperature for all or even one type of citrus fruit.

82. He considered that any change in the scope of ATP to include fresh fruit would not only mean considerable changes to the Agreement in respect of the specifications for equipment but might also have serious economic consequences for the huge volumes of world trade, whereas existing commercial transport already adequately maintained fruit quality.

83. The representative of the Russian Federation said that the United Kingdom document was of a very high standard but that he did not share its conclusion as to the impossibility of including provisions on fresh fruit and vegetables in ATP.

84. He said that his country imported fresh fruit and vegetables in refrigerated wagons at various temperatures.

85. He said that it would be necessary either to change the title of ATP to indicate that it covered perishable foodstuffs except for fresh fruit and vegetables, or to leave the question open and give further consideration to the definition of a transport system for fresh fruit and vegetables, even if it were only for one or two products.

86. The Chairman invited the representative of the Russian Federation to submit a specific formal proposal on the subject to the Working Party at its next session.

87. The representative of France said he disagreed with some of the conclusions in document TRANS/WP.11/1997/3, although he recognized its high quality.

88. The representative of the Russian Federation drew attention to Inland Transport Committee resolution No. 244 and promised to draft a proposal on the transport of fresh fruit and vegetables for the Working Party's following session.

KIT BODIES

89. The representative of Transfrigoroute International introduced an informal document on the joint responsibility of kit-body parts manufacturers to ensure that deliveries corresponded to the model approved under ATP.

90. He said that it would be necessary to adopt a certificate guaranteeing the conformity of such bodies that the body had been produced in accordance with the coach builder's instructions and to add a new text at the end of Annex 1, Appendix 1, paragraph 2 (a), subjecting kits to the same tests as new equipment and to approval by the country of registration.

91. The Working Party decided to make the Transfrigoroute proposal an official document for its next session.

PROCEDURES FOR DETERMINING THE EFFICIENCY OF EUTECTIC BATTERY REFRIGERATION APPLIANCES

92. The representative of IIR informed the Working Party that four stations had taken part in the tests on eutectic vehicles using various methods and that it could already be concluded that the test must be spread over not less than 24 hours and that new tests needed to be performed in order to clarify certain points.

93. The Working Party kept this question on the agenda of its next session.

REFRIGERANTS

94. The representative of the International Institute of Refrigeration (IIR) said that the Institute had been involved through its B1 and B2 Commissions in the replacement of CFCs (and HCFCs) regionally, nationally and worldwide, particularly in helping to elucidate the necessary choices and distributing information.

95. He offered the Institute's collaboration in solving the specific problems of transport and informed the Working Party that Sweden was well ahead in prohibiting the use of HCFCs.

96. The representative of Transfrigoroute International mentioned the problems facing manufacturers following the new legislation on refrigerants.

97. The Working Party kept this question on its agenda.

STATISTICS ON THE TRANSPORT OF PERISHABLE FOODSTUFFS

Documents: TRANS/WP.6/1997/20, TRANS/WP.6/R.86, TRANS/WP.6/R.75, TRANS/WP.6/R.54

98. At its fifty-second session, the Working Party considered the results of a Pilot Questionnaire on Transport Equipment for Perishable Foodstuffs circulated by the secretariat to a list of ATP focal points, at the request of the Working Party on Transport Statistics (WP.6) (TRANS/WP.6/R.86). The Working Party had reiterated its interest in continuing to collect this information, as it was important to track the evolution of the market. As there were felt to be certain ambiguities in the Questionnaire, however, WP.11 had asked the secretariat to contact ATP focal points again, this time with a view to revising the questionnaire, and to report back to both Working Parties.

99. After a detailed discussion, the Working Party agreed to ask WP.6 to recirculate the questionnaire to an updated list of ATP focal points. The questionnaire should remain in its original form, except that one category would be added to page 6 as suggested by France. Moreover, it would be clarified that countries were to provide statistics only for ATP approved vehicles in service, as of the date of the questionnaire.

100. The Working Party would consider the replies to the revised Questionnaire at its next session with a view to asking WP.6 to include the data in its regular annual compilation of transport statistics.

FACILITATION OF TRANSPORT OF PERISHABLE FOODSTUFFS

Documents: TRANS/WP.11/1997/4, ECE/TRANS/55

101. The representative of Transfrigoroute International submitted a draft resolution concerning the difficulties encountered at certain border-crossings in eastern Europe.

102. The Working Party expressed regret that such difficulties should exist and considered that for the time being it should confine itself to resolution No. 243 on improving the traffic flow of ATP vehicles for the transport of foodstuffs covered by ATP, adopted by the Inland Transport Committee on 21 January 1994.

103. The secretariat drew the Working Party's attention to the International Convention on the Harmonization of Frontier Controls of Goods (ECE/TRANS/55) of 21 October 1982, prepared under the auspices of the Economic Commission for Europe in Geneva.

104. This Convention had entered into force on 15 October 1985 and had several Contracting Parties in central and eastern Europe, including Armenia,

Belarus, Bosnia and Herzegovina, Croatia, Czech Republic, Estonia, Hungary, Lithuania, Poland, Russian Federation, Slovakia, Slovenia, Uzbekistan and Yugoslavia.

105. It could concern transport operators for perishable foodstuffs, particularly in view of its provisions on transit, the harmonization of customs and other checks, veterinary inspection and quality control.

106. The Working Party decided to prepare a draft annex to the International Convention on the Harmonization of Frontier Controls of Goods, concerning the transport of perishable foodstuffs, which it would consider at its next session.

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

107. At the last session of the Working Party, the representative of the European Union (DGVII) had said that it was possible either to include Annex 1 of ATP in a directive or to ask the WP.29 Working Party on the Construction of Vehicles (WP.29) to prepare a standard which would correspond to ATP.

108. The representative of the European Union (DGIII) informed the Working Party of a draft directive on type approval which was based on Annex 1 of ATP although it did not include all the provisions concerning test procedures.

109. He explained that other directorates of the European Commission were also concerned by ATP, in particular DGVII with regard to transport, DGVI for product temperature requirements and conditions of hygiene and DGXXIV for food safety.

110. In answer to the question as to whether the European Commission would include ATP in a framework directive applicable within the European Union, like the directive for ADR, the representative of the European Commission said that the ADR directive had been adopted at the request of the member States of the Union and that the procedure should be identical for the adoption of a framework directive concerning ATP.

OTHER BUSINESS

Article 6 of ATP

111. The representative of Germany noted that article 6, paragraph 1 of ATP stipulated that “Each Contracting Party shall take all appropriate measures to ensure observance of the provisions of this Agreement”, while paragraph 2 of the same article provided that the administrations should keep one another informed of breaches discovered and penalties imposed.

112. He invited the Working Party to take a decision on the provisions of the article and the problems that it raised.

113. The representative of France said that his country informed all Contracting Parties of breaches of conformity observed during checks but that it would perhaps be useful in the future to supply a report on the number of breaches and the number of vehicles checked.

114. The Working Party set up a small group composed of Germany, Denmark and France to study this question and prepare a document on the procedure for the exchange of information among Parties under article 6, and possibly a draft questionnaire on the subject.

Certificate of compliance

115. At the request of a Party, the secretary drew the Working Party's attention to the fact that the lack of precision in the definition of "equipment" could lead some Parties to wonder whether independent bodies not incorporated in vehicles could be considered as ATP equipment and that it would therefore be advisable for the Working Party to define clearly the concept of equipment according to ATP.

116. The question also arose of the interpretation of the "identification number" in Annex 1, Appendix 3, especially in the case of provisional certificates for vehicles which had not yet been registered.

117. The Working Party considered that the insulated body, whether or not fitted with a unit, was equipment within the meaning of ATP and that the identification plates of the insulated body and the refrigerated unit were unambiguously defined in Annex 1, Appendix 1, paragraph 6, of ATP. The ATP certification plate of compliance was defined in Annex 1, Appendix 3 B of ATP, subparagraph (c) of which specified that the "individual" number of the equipment should be given.

118. The Working Party was of the opinion that, generally speaking, the identification number was the number specific to the insulated body for the following reasons:

The thermal appliance alone could not obtain the ATP certificate of compliance. Only the body (whether or not equipped with a thermal appliance) could obtain an ATP certificate; and

The frame of the body or the registration number could change during the period of its use. The frame or registration number therefore did not constitute a reliable reference over time.

PROGRAMME OF WORK FOR 1998-2002

119. The Working Party adopted its programme of work for 1998-2002, taking into account the guidelines on the presentation of the activities of the programme of work as defined by the Inland Transport Committee at its fifty-ninth session (see annex 4).

DATE OF THE NEXT SESSION

120. The Working Party was informed that its fifty-fourth session had provisionally been scheduled for 2 to 5 November 1998.

ELECTION OF OFFICERS FOR THE NEXT SESSION

121. The Working Party elected Mr. M. Eilsoe (Denmark) as Chairman and Mr. V. Tkatchev (Russian Federation) as Vice-Chairman for its next session.

ADOPTION OF THE REPORT

122. The Working Party adopted the report on its fifty-third session, with its annexes.

* * *

Annex 1

Adopted amendments to article 18 of ATP

1. (unchanged).

“2. As from the date on which the proposed amendment is communicated by the Secretary-General, any Contracting Party may inform the Secretary-General:

(a) within a period of six months, that it has an objection to the amendment proposed, or

(b) in a period of three months that, although it intends to accept the proposal, the conditions necessary for such acceptance are not yet fulfilled in its country.

3. If a Contracting Party sends the Secretary-General a communication as provided for in paragraph 2 (b) of this article, it may, so long as it has not notified the Secretary-General of its acceptance, submit an objection to the proposed amendment within a period of six months following the expiry of the period of three months prescribed in respect of the initial communication.

4. If an objection to the proposed amendment to the articles of chapters I to IV is stated in accordance with the terms of paragraphs 2 and 3 of this article, the amendment shall be deemed not to have been accepted and shall be of no effect.

If the number of objections stated to the draft amendment concerning the annexes to the text in accordance with the terms of paragraphs 2 and 3 of this article is three or more, the amendment shall be deemed not to have been accepted and shall be of no effect.

5. If no objection to the proposed amendment concerning the articles of chapters I to IV has been stated in accordance with paragraphs 2 and 3 of this article or if the number of objections stated to the draft amendment concerning the annexes to the text in accordance with paragraphs 2 and 3 of this article is less than three, the amendment shall be deemed to have been accepted on the following date:

6. Any amendment deemed to be accepted shall enter into force three months after the date on which it was deemed to be accepted.”

7. (unchanged).

8. (unchanged).

Annex 2

Provisionally adopted texts

1. Proposed amendment to Annex 1, Appendix 1, paragraph 2 of ATP, submitted by Denmark, France and Italy.

Delete present paragraph 2 (d) and add the following at the end of paragraph 2 (b):

"[These checks shall be made by the competent authority of the country of manufacture in accordance with the procedures set out in Annex 1, Appendix 2, paragraph 26. During the period of validity (six years) of the type approval certificates, the frequency of these checks may take account of the quality assurance systems (ISO 9000, EAQF, etc.) brought into service by the manufacturer.]"

2. Proposed amendment submitted by France, as amended:

"[The penultimate paragraph of Annex 1, Appendix 4 of ATP should read:

'If the equipment is fitted with a removable or non-independent thermal appliance and if special conditions exist for the use of the thermal appliance, the distinguishing mark or marks shall be supplemented by the letter X in the following cases. For example:

1. FOR REFRIGERATED EQUIPMENT:

Where the eutectic plates have to be placed in another chamber for freezing. This shall be considered a "removable" system.

2. FOR MECHANICALLY REFRIGERATED EQUIPMENT

2.1 Where the compressor is powered by the vehicle engine,

2.2 Where the refrigeration unit itself or its (single) electric motor is removable.]'"

Annex 3

Draft amendment to ATP concerning test and approval procedures for multi-compartment and multi-temperature vehicles

"E. Test procedures for multi-compartment and multi-temperature vehicles

61. The tests can be carried out:

(i) either on the complete vehicle, equipped (as the case may be) with one or several thermal devices, or

(ii) in the case of a mechanically refrigerated vehicle, separately for the bodywork (according to the procedures described in paragraph 2 (c) (iii) (b) of Annex 1, Appendix 1 of ATP) and for the mechanical refrigeration unit when measuring the effective refrigeration capacity according to the procedures described in paragraphs 51-59 of the Appendix.

In the case of (ii) above, when installing the mechanical refrigeration unit on the bodywork of the vehicle to be approved, the distribution system of pipes and cables which pass through insulated walls must be insulated so as to limit the losses through the thermal bridges caused by the installation.

62. K-coefficient

The overall heat transfer coefficient of the complete multi-temperature/multi-compartment equipment must be measured as in the procedures described in Annex 1, Appendix 2, paragraphs 1-15 for equipment with movable bulkheads, and paragraphs 1-15 plus 20 and 21 (b) for equipment with fixed bulkheads.

63. Bulkheads

For multi-temperature/multi-compartment equipment, internal bulkheads which separate compartments shall be treated as follows:

Bulkhead type	Minimum thickness	Assumed k-coefficient
Fixed transverse	45 mm	0.4 W/m^2° C
Movable transverse	45 mm	0.7 W/m^2° C
Fixed longitudinal	30 mm	0.7 W/m^2° C

Notes:

(i) The above figures have been introduced to facilitate the necessary calculations required to match evaporator refrigeration capacities to the maximum thermal losses of each compartment. They are an assumption and must not be used as a rule to co-relate k-coefficient against insulation thickness.

(ii) It is also assumed that manufacturers of these internal bulkheads will use the most effective insulation material available, as they would use to insulate the external side-walls of the vehicle.

(iii) Use of inferior insulation material in the construction of internal bulkheads will disqualify the manufacturer from using the above facility. Under such circumstances, competent authorities will have to measure bulkhead k-coefficients to achieve ATP certification.

64. Multi-temperature mechanical refrigeration unit testing

Testing may be carried out on a complete vehicle or by using the appropriate number of calorimeters. Paragraph 52 of this Appendix defines the appropriate parameters.

Measurement of refrigeration capacity shall be minimized to that produced from the results of testing at +30/-20° C and +30/0° C conditions. Interpolation will provide +30/-10° C, and refrigeration unit manufacturers have agreed to accept +30/+12° C as equivalent to +30/0° C for evaporator/compartment performance matching purposes.

At the above two conditions, the nominal refrigeration capacity of the condensing unit feeding two large evaporators must first be measured. Secondly, the refrigeration capacity of each possible evaporator to be used in conjunction with the condensing unit but operating separately must be measured. Measurements of refrigeration capacity shall follow the procedures decried in paragraphs 53 to 59 of this Appendix.

6.5 Evaporator airflow

Each alternative evaporator fan's delivery volume and mean airspeed must be measured using an internationally recognized method (such as BS 848, ANSI/AMCA 210-85, etc.).

66. Test report

A test report (Model 11) shall be completed to include the results of the above testing of the multi-temperature mechanical refrigeration unit.

67. Calculations and certification

Using the test report (Model 11), calculations shall be made to ensure that the measured nominal refrigeration capacity of the condensing unit at +30/-20° C conditions is at least 2.5 times the thermal losses through the side-walls, floor, front bulkhead, roof and doors of the vehicle when operating at -20° C internal temperature in a +30° C external temperature. Similarly for +30/-10° C, and +30/0° C conditions.

Secondly, 85% of the measured refrigeration capacity of each evaporator operating alone at +30/-20° C conditions, must be at least 2.5 times the calculated thermal losses through the side-walls, floor, bulkheads/doors and roof of the compartment in which the evaporator operates. Similarly for +30/-10° C and +30/0° C conditions.

Thirdly, the measured evaporator delivery volume in m^3/hr divided by the maximum volume of the compartment in which the evaporator operates must be at least 60 (air changes per hour).

Finally a multi-temperature multi-compartment model ATP certificate must be produced for the vehicle.

68. Procedure for testing and certification of multi-compartment mechanically refrigerated units, where cold air is blown by fans from the low temperature compartment to control the temperature in the second compartment

Testing of this type of equipment can only be carried out on a complete vehicle.

The k-coefficient of the complete vehicle shall be measured.

If the vehicle is fitted with a movable bulkhead, the bulkhead shall be placed in its out-of-use horizontally stored at roof level position.

The refrigeration capacity of the complete mechanical refrigeration unit is measured according to paragraphs 51 to 59 of this Appendix, at +30/-20° C and +30/0° C conditions.

The movable bulkhead is positioned in place to maximize the size of the higher temperature compartment. The mechanical refrigeration unit is then operated at +30/-20° C conditions. Bulkhead fans are operated continuously, and if necessary balance heat is added to the rear compartment to maintain its temperature at 20° C. These tests are repeated at +30/0° C conditions.

Evaporator fan and bulkhead fan delivery volumes and airspeeds shall be measured.

A test report (Model 11) shall be produced from the results of testing.

Using the test report, calculations must show that the refrigeration capacity of the complete refrigeration unit is at least 2.5 times the thermal losses through the floor, roof, side-walls, front bulkhead and rear doors of the complete vehicle at +30/-20° C and +30/0° C conditions.

Similarly, for the high temperature compartment at its maximum size, the test report shall provide the maximum available refrigeration effect. By calculation this effect must be at least 2.5 times the thermal losses of this compartment under +30/-20° C, +30/-10° C or +30/0° C conditions.

An ATP certificate for this multi-compartment vehicle can then be issued.

For equipment with fixed bulkheads, the k-coefficient of the complete body must be measured according to paragraphs 1-15, and with paragraphs 20 and 21 (b). Refrigeration testing must follow the procedures outlined in the beginning of this paragraph.

69. Control of the operation of a complete new multi-temperature/multi-compartment vehicle

This test is carried out on site by the competent authority.

Its objective is to check that the refrigeration unit controls thermostat settings in each compartment correctly.

For example, at the following temperatures for a vehicle with three temperature-controlled compartments:

-20/-20/-20° C; 0/+12/-20° C; +12/-20/0° C

Annex 4

Programme of work for 1998-2002

ACTIVITY 02.10: TRANSPORT OF PERISHABLE FOODSTUFFS

Harmonization of regulations and standards relating to the international transport of perishable foodstuffs and facilitation of its operation

Priority: 2

Description: Review of the harmonization and the facilitation of the international transport of perishable foodstuffs related to the ATP Agreement and updating this Agreement in order to keep it in line with the technological developments taking account of safety and quality standards.

Work to be undertaken

(a) Consideration of amendment proposals to ATP to ensure its necessary updating. (Continuing)

(b) Review of the definitions and standards (in Annex 1) for the carriage of perishable foodstuffs following the Montreal Protocol to take account of new refrigerants and insulating materials. (Continuing)

(c) Review of the approval of kit-bodies to determine who is legally responsible for the kit-bodies. **(1998)**

(d) Process of integration in Europe and review of short distance cross-border transport of perishable foodstuffs in relation to ATP. (**1998)**

(e) Follow-up of resolution No. 243 on “Improving the traffic flow of ATP vehicles for the transport of foodstuffs covered by ATP” for better facilitation. (Continuing)

(f) Consideration of amendment proposals relating to test methods and procedures for the approval of equipment with several compartments, to take account of technical evolution. **(1998)**

(g) Consideration of methods developed by the IIR Sub-Commission on testing stations. (Continuing)

(h) Consideration of proposals on the conditions of transport of fresh fruit and vegetables. **(1998)**

(i) Exchange of information on the implementation of ATP by virtue of article 6. (Continuing)
