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## Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Perishable Foodstuffs

Seventy-eighth session

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

held in Geneva on 3-6 May 2022



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## I. Attendance

1. The seventy-eighth session of Working Party on the Transport of Perishable Foodstuffs of the United Nations Economic Commission for Europe was held from 3–6 May 2022 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, Egypt, Finland, France, Germany, Italy, Luxembourg, Netherlands, Poland, Russian Federation, Serbia, Slovenia, Spain, Turkey, United Kingdom of Great Britain and Northern Ireland and United States of America.
3. 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.

## II. Adoption of the agenda (agenda item 1)

*Documents:* ECE/TRANS/WP.11/246  
ECE/TRANS/WP.11/246/Add.1  
Informal document INF.1 (Secretariat)

4. The provisional agenda (ECE/TRANS/WP.11/246 and -/Add.1) were adopted as amended by informal document INF.1/Rev.1 to take account of document ECE/TRANS/WP.11/2020/4/Rev.3 and informal documents INF.1 to INF.7.

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

### A. Inland Transport Committee

5. The Working Party is invited to note paragraphs 114-116 from the report of the eighty-fourth session of the Inland Transport Committee (ITC), (22-25 February 2022) (ECE/TRANS/316).

"114. The Committee was informed by Mr. K. de Putter (the Netherlands), Chair of the Working Party on the Transport of Perishable Foodstuffs (WP.11) about the status of proposed amendments to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) adopted at the seventy-fifth and seventy-sixth session of WP.11 in 2019 and 2020 respectively (ECE/TRANS/WP.11/243 and ECE/TRANS/WP.11/245). Amendments were accepted on 1 December 2021 for entry into force on 1 June 2022.

115. The Committee noted that at its seventy-seventh session (26–29 October 2021), WP.11 adopted draft amendments to include methods to calculate the internal surface of panel vans and external surface of tanks and to make the change easier to refrigerants with lower global warming potential (GWP) (ECE/TRANS/WP.11/245, Annex I).

116. The Committee noted that the number of contracting parties to the Agreement has increased to 52, with recent accessions from the Islamic Republic of Iran on 2/12/2021 and Armenia on 25/01/2022."

6. The ITC adopted the reports of its subsidiary bodies (ECE/TRANS/316, para. 148).

## **B. Working Party on Agricultural Quality Standards**

7. The activities of the Working Party on Agricultural Quality Standards (WP.7) of interest to WP.11 in the first semester of 2022 are:

- Seventieth session of the Specialized Section on Standardization of Fresh Fruit and Vegetables (GE.1) 16 - 18 May 2022, Geneva, Switzerland;
- Sixty-ninth session of the Specialized Section on Standardization of Dry and Dried Produce (GE.2) 15 - 17 June 2022, Geneva, Switzerland.

8. The latest UNECE tool to combat food loss and waste can be found at <https://unece.org/trade/wp7/food-loss-and-waste>.

9. For more information on these and other activities, please visit WP.7 website at <https://unece.org/trade/working-party-agricultural-quality-standards-wp7>.

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

### **A. International Institute of Refrigeration (IIR)**

10. The Working Party was informed about the results of the meeting of the IIR sub-commission on refrigerated transport (CERTE) held by video conference on 26 January 2022 (see informal document INF.2). The Sub-Commission had given its support for proposals to WP.11 including those on:

- Airflow;
- Modifications to Model Test Report No. 12.

11. It was also mentioned that all testing stations were in agreement with the modular approach in principle, but there were some implementation difficulties. Some questions would be raised in the Working Party and based on the feedback work could continue on this subject.

12. The date for the next CERTE meeting was 17-18 May 2022.

### **B. Transfrigoroute International**

13. The representative of Transfrigoroute International informed the Working Party that since the last session in October 2021, the COVID-19 situation has greatly improved at least in EU countries and living conditions were almost back to normal. Nevertheless, COVID-19 situation remains critical in some parts of the world, in particular Shanghai, China. This has an impact on industries in terms of shortages of some components and raw materials with the consequently price increase.

14. More recently, the Ukrainian crisis was also having an impact, mainly due to a huge increase on energy cost (liquid fuel and gas) as well as shortages of some components and raw materials with the consequently price increase.

15. For the year 2022, the situation for industries in transport refrigeration remained very complex due to the following factors:

- On one hand, EU regulation was pushing very hard on transport decarbonization (Green Deal, Fit for 55, etc.), which was causing a strong demand for alternative power train vehicle and related technologies;
- On the other hand, the lack of components plus financial difficulties was preventing the original equipment manufacturer (OEM) to deliver those expected vehicles and technologies.

16. It was also worth mentioning that a revised draft regulation concerning F-Gas has been officially published on 5 April 2022. The proposal would be discussed for about 12 months. Key items were, namely, a quota system to gradually reduce the amount of Hydrofluorocarbons (HFCs) that importers and producers may place on the market every year. The amount of HFCs is expressed in CO<sub>2</sub> equivalent meaning the quantity of greenhouse gases expressed as the product of the weight of the greenhouse gases in metric tons and of their global warming potential (GWP).

17. In conclusion, transport refrigeration industry was facing major difficulties in the financial and production sectors and at the same time, facing major challenges and expectations to contribute to transport decarbonization and complying with new regulations related to refrigerants.

## C. Standardization organizations

18. Delegations participating in the work of standardization organizations were invited to inform the Working Party about progress on the development of standards dealing with transport under controlled temperatures and what impact these standards were expected to have on the ATP.

### EN Standards

#### 1. CEN/TC 413 Working Group 2

19. Experts from Belgium, France, Germany, Italy, Ireland, Netherlands, and United Kingdom with informal participation of experts from other European Nations have had several virtual meetings during the last 6 months.

20. 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.

21. Following additional part was still under consideration:

- Part 2: Eutectic Systems: The current working draft is still under consideration with the view of sending the final version to a second CEN enquiry after the revision. Especially, the test provisions for cooling capacities and consumption for new equipment with eutectic systems as well equipment in daily operation sequences were adopted and revised.
- Draft and project will be sent for a new ballot after the re-activation to finalize the draft version of prEN 16440-2 and CEN enquiry.
- An additional part: Special requirements on multitemp systems: Was scheduled as a further project.

#### 2. CEN/TC 413 Working Group 1

22. Experts from Belgium, Finland, France, Germany, Ireland, Italy, Netherlands and United Kingdom, with informal participation of experts from other European Nations have had several virtual meetings during the last 6 months.

23. 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 due to external conditions. If certain temperatures have to be maintained, they could be additionally provided with a cooling and/or heating source. The current framework is taking into account inside temperatures between  $-30^{\circ}\text{C}$  and  $+25^{\circ}\text{C}$  and ambient conditions between  $-30^{\circ}\text{C}$  and  $+43^{\circ}\text{C}$ .

24. The standard is projected with the following parts:

- prEN 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. *The current working draft would soon be sent for a CEN inquiry.*
- An additional part: *Special requirements on multitemp systems: Was scheduled as a further project.*

25. A new working group has started working on a new EN standard titled: Thermal Road Vehicles — Safety Standard for temperature-controlled systems using flammable refrigerants for the transport of goods. *The current working draft would soon be sent for a CEN inquiry.*

26. After inquiries are finished, the related working groups of CEN/TC 413 will take into account the results of votes and comments received on each draft, for consideration during the next meetings on November-December 2022 for finalization.

### 3. Revision of EN 12830

27. EN 12830:2018-10 — Temperature recorders for the transport, storage and distribution of temperature sensitive goods — Tests, performance, suitability: *Final version was published in October 2018.*

### 4. [Revision of EN 13485 and EN 13486](#)

- Revision of the 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
- Revision of the 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, to adopt modifications and actual technical development of the published EN 12830:2018-10 — Temperature recorders for the transport, storage and distribution of temperature sensitive goods — Tests, performance, suitability.

28. After several virtual meetings of the CEN TC 423 were held with experts from France, Germany, Portugal and Spain, the current working drafts for both revisions would soon be sent for a first CEN inquiry.

29. After inquiries are finished, the CEN/TC 423 working group will take into account the results of votes and comments received on each draft, for consideration during the next meetings on November-December 2022 for finalization.

### ISO Standards

30. An ISO Chairmen advisory group meeting took place on 16 March 2022 to discuss the plenary meeting for TC104 in 2022. Meeting was proposed to take place in Singapore in person in October but would now probably take place virtually on 13 October 2022.

(a) ISO1496-2 - Refrigerated containers, SC2/Working Group 1, no changes to report.

(b) ISO 20854 - Safety standard for refrigerants in refrigerated containers, no changes to report (The new CEN standard for flammable refrigerants is based on this standard).

(c) ISO1496-4 - Non pressurised Containers SC2/Working Group 7, revision at CD/DIS stage.

(d) ISO1496-3 - Tank chassis interface SC2/Working Group 4, annex under revision.

31. It was also proposed to work on the following new topics: Sift-proof/total liners, open-top liners, flexi-tank liners and thermal liners.



**Other standardization activities of interest to WP.11**

32. Information on Korean projects in ISO/TC 122 "Packaging". Two Korean projects within ISO/TC 122/ Working Group 16, "Temperature controlled product packaging", Convenorship: Korea are published:

- ISO 22982-1:2021-03: Transport packaging — Temperature-controlled transport packages for parcel shipping — Part 1: General requirements.
- ISO 22982-2:2021-03: Temperature controlled transport packages for parcel shipping — Part 2: General specifications of testing

**Liaison with ISO TC 315**

*Document* Informal document INF.3 (Transfrigoroute International on behalf of the ISO liaison representatives).

33. The representative of Transfrigoroute International informed WP.11 that a new committee TC 315 within the ISO framework was created to develop standards dealing with cold chain logistics and that a liaison between UNECE and ISO/TC 315 has been officially approved in April 2022.

34. Information on the liaison representatives as well as the scope of ISO/TC 315 could be found on informal document INF.3.

## **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**

35. There have been two new accessions to ATP since the last session (Islamic Republic of Iran on 2/12/2021 and Armenia on 25/01/2022). The number of Contracting Parties is currently 52.

### **B. Status of amendments**

36. Proposed amendments to the ATP adopted by WP.11 at its seventy-fifth and seventy-sixth sessions held in Geneva from 8 to 11 October 2019 and from 13 to 16 October 2020, respectively are deemed accepted as of 1 December 2021 (depository notification C.N.396.2021.TREATIES-XI.B.22), for entry into force on 1 June 2022.

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

37. The current list of officially designated test stations appears at the following web link: <https://unece.org/atp-competent-authorities-and-testing-stations>

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

38. At the request of the Working Party at its seventy-third session, the secretariat sent a letter to all contracting parties requesting them to fulfil their obligation under article 6 of ATP of replying to the annual questionnaire and to update the contact information for competent authorities and test stations. All the information received by the secretariat is included in the list of competent authorities and officially designated test stations at <https://unece.org/atp-competent-authorities-and-testing-stations>.

## **E Exchange of good practices for better implementation of ATP**

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

## **F Interpretation of ATP**

40. 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**

### **1. Introduction of type examination certificates as a means of establishing conformity of design and of testing carried out in accordance with ATP protocols**

*Document:* ECE/TRANS/WP.11/2021/5 (France)

41. Opinions were still divided as the proposal did not change with respect to the one presented at the seventy-seventh session. The Finnish representative said that including a model of a type examination certificate in the proposal would help in the decision making process as it would show which information could contain and how useful could it be.

42. There was not consensus on the principle of splitting the test reports in two documents, as some delegations considered it not very useful in general and did not see the potential confidentiality problem that this approach could help solve. The French delegation clarified that the type examination certificate would only contain information relevant for authorities to define the approved equipment type and to visually verify conformity. They will prepare a revised proposal taking into account the comments made for a future session.

### **2. Amendment to model reports that define how to determine the effective refrigerating capacity of a refrigeration unit, in order to take into account the impact of different software versions on the performance of said units**

*Document:* ECE/TRANS/WP.11/2021/6 (France)

43. The French delegation decided to postpone discussion on the proposal until a new revised version of 2021/5 was available.

### **3. Definition of the independence of a unit taking into account mixed energy source technologies**

*Documents:* ECE/TRANS/WP.11/2020/1/Rev.2 (France)  
Informal document INF.4 (Germany)  
Informal document INF.5, Part II (Netherlands on behalf of the informal working group)  
Informal document INF.6 (France)

44. There was agreement that mixed energy source technologies were a very important topic for the future of temperature-controlled transport and the ATP. To address this in the ATP, a few principles could be followed:

(a) Food safety should remain the main goal of any proposal of amendment to the ATP;

(b) In order to cope with decarbonization trends new energy source technologies are becoming available. As energy sources could evolve very fast and it could possibly be mixed, requiring a minimum running time might not be necessary;

(c) The cooling capacity, running time and performance of the special equipment should be clearly stated in the documentation. It would then make it easier for responsible

parties, as laid out in Article 4 of the ATP, as well as for the parties owning the perishable goods, to select the appropriate equipment for a given transport operation;

(d) Definitions, if needed, should be simple and to the point.

45. Also, some questions to consider in future discussions on the topic were raised as follows:

(a) How to certify the cooling capacity of a unit? Dimensioning could only be possible if the cooling capacity is known;

(b) Was it necessary to define terms such as autonomous, independent/dependent equipment?

46. Concerning the modified proposal in informal document INF.6, France believed that the term "autonomie" used in the French version was not necessarily equivalent to the term "independent" used in the English. The representative from Transfrigoroute International also mentioned that the term "autonomie" was also associated with a notion of energy storage that was missing in the English.

47. France will prepare a new version of the proposal for consideration at the next session.

#### **4. Amendment relating to the use of checks to be carried out under paragraph 4.3.4 of annex 1, appendix 2, of ATP of 6 January 2020**

*Document:* ECE/TRANS/WP.11/2020/3/Rev.2 (France)

48. As the proposal in ECE/TRANS/WP.11/2020/3/Rev.2 was intended to revert to the status before 19 December 2016, where the information regarding airflow was specified by the manufacturer and the proposal in ECE/TRANS/WP.11/2022/10 would be revised for consideration at the next session, the French delegation decided to keep their proposal on the agenda awaiting the outcome of discussions on the United Kingdom document.

#### **5. Amendment to Annex 1, Appendix 2, paragraph 3.2.6 and the ATP Handbook**

*Document:* ECE/TRANS/WP.11/2022/10 (United Kingdom)

49. There was general agreement in principle, to the inclusion of provisions in the ATP regarding airflow circulation in the body of the equipment but opinions were divided as to whether these provisions should just be recommendations considering that the conditions of transport could differ with every type of product as well as how the load is distributed inside the equipment.

50. The Finnish delegation raised some additional concerns regarding the installation of air ducts and how the temperature of the perishable foodstuff transported and the type of equipment used could affect the number of air changes required. It was clarified that in principle, chilled loads would require more air changes than frozen/deep-frozen loads to keep the required temperature.

51. After consultation with industry representatives and the Finnish Food Authority, the Finnish delegation stated that they could not accept the proposal as drafted as some concerns remained regarding the size of the lorries and the number of air changes required.

52. It was decided to discuss the proposal again at the next CERTE meeting and to try to find a solution that could be acceptable for Finland. The new revised proposal would then be submitted for consideration at the next session.

#### **6. Amendments 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 technological developments brought about by the use of new ins foams.**

*Document:* ECE/TRANS/WP.11/2020/4/Rev.3 (France)

53. There was support for the principle that test reports should only contained results of the tests, all other information should be provided by the manufacturer, but some concerns were raised regarding the inclusion of information that so far has not been mandatory in the

test report. It was also clarified that the term "test sponsor" used in the document was referring to the applicant.

54. Germany agreed to work with France on an improved proposal for consideration at the next session.

## **B New proposals**

### **1. Amendment to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage related to provisions concerning testing stations and experts**

*Document:* ECE/TRANS/WP.11/2022/1 (Russian Federation)

55. The Danish delegation stated that for political reasons they were unable to discuss or vote in favour of the proposal from the Russian Federation (see full statement in annex I)

56. Some delegations commented that they have national procedures in place to check the performance of ATP testing stations and that these national procedures might be different from the ones proposed in the document. Comments regarding specific points in the proposal were as follow:

Point (i) Duration of the approval (3 years) might be considered too short for testing stations to have a return on the investment made. The Russian Federation clarified that the intention was for the testing stations to renew the approval every 3 years in order to continue operating;

Point (iii) Some delegations did not see the need for testing stations to own a calorimeter box;

Point (v) While some delegations were not in favour of having a quality certification at all, others were of the opinion that, if necessary, a quality certification should be done in accordance with ISO 17025;

Point (vi) Might be difficult to achieve in practice;

Point (x) It was not necessary as the requirements would become mandatory for all Contracting Parties once they are included in the ATP.

57. The Russian Federation thanked the Working Party for the comments made and will present a revised proposal at a future session.

### **2. Proposition of amendments to paragraph 7.3.7 of Appendix 2 of Annex 1**

*Document:* ECE/TRANS/WP.11/2022/2 (France)

58. Proposal was adopted (see annex II).

### **3. Proposition of amendments to paragraph 7.3.7 of Appendix 2 of Annex 1**

*Document:* ECE/TRANS/WP.11/2022/3 (France)

59. There was general agreement on the principle of including the definitions in the ATP Agreement, but several concerns were raised regarding the use of some terms like airtight and insulated and some differences between the English and French versions of the proposal due to translation from the original French.

60. The French delegation decided to prepare a revised version of the document after informal consultations with the delegations that commented during the discussion.

### **4. Proposition of amendments to paragraph 7.3.7 of Appendix 2 of Annex 1**

*Document:* ECE/TRANS/WP.11/2022/5 (France)

61. Some delegations were in favour of merging the proposal in 2022/3 and in 2022/5 in order to have a consolidated one, which could also help with checking the consistency among

language versions. However, the French delegation clarified that the 2 proposals were independent and with different aims.

62. The proposal was put to the vote and rejected with six votes in favour (Denmark, France, Finland, Italy, Serbia and Spain) and one vote against (Germany). The proposal will be discussed in the informal working group on improvements to the approval system of ATP equipment and thermal units and a revised proposal will be presented at the next session.

## **5. Measurement of the thickness of insulating walls in equipment used for the transport of perishable foodstuffs**

*Document:* ECE/TRANS/WP.11/2022/6 (France)

63. Some concerns were raised regarding current footnote 4 in Model 1A including the same information as the proposed amendment. It was clarified that information was not duplicated and that in the new proposal, more detailed information regarding thickness was provided and it was also specified who would be responsible for performing the measurements.

64. The proposal was put to the vote and rejected with six votes in favour (Denmark, Finland, France, Italy, Serbia and Spain) and two votes against (Germany and United Kingdom). France thanked the delegations that provided comments and stated that a revised proposal will be presented at the next session.

## **6. Proposed list of major components**

*Document:* ECE/TRANS/WP.11/2022/7 (Transfrigoroute International)

65. Some delegations believed the lists proposed in the document contained or were referring to components not yet included in the ATP, i.e., electrical power sources and that technical specifications for components were also included instead of simply listing them.

66. The representative of Transfrigoroute International clarified that in his opinion there was no limitation in the ATP Agreement for testing electrical power sources, but that the proposal might be further clarified in the informal working group on improvements to the approval system of ATP equipment and thermal units and a revised one will be presented at the next session.

## **7. Proposal on declaration of conformity (Annex 1, Appendix 2 paragraph 7.3.6) and the dimensioning of Multi-Compartment, Multi-Temperature equipment (MTMC)**

*Document:* ECE/TRANS/WP.11/2022/8 (Transfrigoroute International)

67. Some delegations were not in agreement with deleting the serial number from the Model No. 14 as it was a clear way of linking the equipment, the ATP certificate and the declaration of conformity. The representative of Transfrigoroute International proposed that instead of deleting it, the serial number could be replaced by series of serial numbers and included in the model test report.

68. In the end, there was no consensus on the practicality of the solution proposed and a revised proposal considering the comments made will be presented at the next session.

## **8. Amendment to Annex 1, Appendix 4**

*Document:* ECE/TRANS/WP.11/2022/9 (United Kingdom)

69. Some concerns were raised as to how the proposal would improve the inspection process. When put to the vote, it was rejected with four votes in favour (Finland, Germany, Serbia and United Kingdom) and one vote against (France).

## **9. Sea crossings in Articles 3 and 5 of the ATP Agreement**

*Document:* ECE/TRANS/WP.11/2022/11 (Chair of WP.11)

70. Some delegations were of the opinion that the ATP was a treaty for inland transport of perishable foodstuffs and not meant to include long distance maritime transport. The

inclusion of sea legs of less than 150 km in the agreement, on condition that the goods were shipped in equipment used for the land journey or journeys without transloading of the goods, was a way to ensure that transport under ATP provisions was not broken.

71. It was also stated that there was not a clear need to modify the ATP to include long distance maritime journeys and that the subject could be addressed in a separate treaty. Also, if WP.11 decided in the future to include provisions related to long distance maritime transport, it would imply a change to the articles of the agreement which would require a very well justified case.

## **VII. ATP Handbook (agenda item 6)**

### **1. Amendment to paragraph 7.3.6 of Annex 1 Appendix 2 of the ATP Handbook: Treatment of specific application cases using the multi-temperature equipment dimensioning tool**

*Document:* ECE/TRANS/WP.11/2021/11 (France)

72. While WP.11 agreed in principle with the inclusion of a modified proposal in the ATP Handbook, it was considered that the document needed more work and that a calculation methodology could be specified.

73. France thanked the delegations that spoke and will prepare a new revised version of the proposal for consideration at the next session.

### **2. Amendments to paragraph 6 (c) (iii) of Appendix 1 to Annex 1 of the ATP Handbook: Rules to be observed for the installation of mounted units, units with deflectors, under-frame units or units that can be offset**

*Document:* ECE/TRANS/WP.11/2021/12/Rev.1 (France)

74. Some delegations were of the opinion that the ATP Handbook was intended to explain or clarify provisions in the ATP agreement and as such, could not find a reason to include the proposed comment in the Handbook as it was not related to any ATP provision. Some concerns were also raised regarding the prescriptive language used in the document as it was not appropriate for the ATP Handbook.

75. It was recognized that the information contained in the proposal could be useful for some field applications and France was invited to consider alternative ways of making this information available to all interested parties, including studying the possibility of adding a requirement in the ATP for testing the performance of the equipment as a whole when it has a mounted unit.

76. France decided to present a revised proposal at a future session considering all the comments made.

### **3. Amendments to the comments to paragraph 4 of Annex 2, Appendix 1 of the ATP Handbook: Location of temperature measurement probes during transport**

*Document:* ECE/TRANS/WP.11/2021/13/Rev.1 (France)

77. Although it was recognized that the existing text in the ATP Handbook was not covering all possible situations and that the drafting could be improved, the proposal presented by France was not considered the best way of addressing these problems.

78. The German delegation informed the Working Party that they have been unable to work with France on improving the proposal due to the shorter time between sessions this time around. The French and German delegations will review the proposal with the aim of submitting it for consideration at the next session.

#### **4. Amendment to Annex 1, Appendix 2, paragraph 3.2.6 and the ATP Handbook**

*Document:* ECE/TRANS/WP.11/2022/10 (United Kingdom)

79. As the related proposal for amending the ATP was not adopted, this consequential amendment to the ATP Handbook was rejected.

### **VIII. Reports of informal working groups (agenda item 7)**

#### **Report of the informal working group on improvements to the approval system of ATP equipment and thermal units**

*Document:* Informal document INF.5 (the Netherlands on behalf of the informal working group)

80. The Chair of the informal working group informed WP.11 on the progress of work as reflected in informal document INF.5, adding that on some of the topics, they might have proposals for amending the ATP ready for consideration at the next session.

81. WP.11 thanked the informal working group for the excellent work done as it facilitates discussions in plenary and improves the quality of the proposals of amendments to the ATP.

### **IX. Scope of ATP (agenda item 8)**

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

#### **The ATP and the future**

83. The road map for accession to and implementation of the ATP prepared by the EuroMed road, rail and urban transport project with inputs from the secretariat and the Chairs of WP.11 has been published and can be found at the UNECE website: <https://unece.org/road-map-accession-and-implementation-atp>.

### **X. Energy labelling, refrigerants and blowing agents (agenda item 9)**

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

### **XI. Programme of work (agenda item 10)**

#### **Dates of the seventy-ninth session**

85. The dates of 25-28 October 2022 (Tuesday to Friday) have been reserved for the seventy-ninth session of WP.11. Deadline for submission of documents is 29 July 2022.

#### **Dates of the eightieth session**

86. The dates of 24-27 October 2023 (Tuesday to Friday) have been reserved for the eightieth session of WP.11. Deadline for submission of documents is 28 July 2023.

## **XII. Other business (agenda item 11)**

### **1. Comparison between the rules of procedure of the Inland Transport Committee and those of the Working Party**

*Document:* ECE/TRANS/WP.11/2022/4 (Secretariat)

87. After consideration of the comparison prepared by the secretariat, the Working Party agreed that there was no need to amend its Rules of Procedure immediately. Delegations wishing to present proposals for modification of the Rules of Procedure, could do so on the basis of the Rules of Procedure of the ITC.

### **2. Overview on the Electric Vehicle Safety Global Technical Regulation GTR 20**

*Document:* Informal document INF.7

88. The Working Party welcomed the presentation on Electric Vehicle Safety Global Technical Regulation (GTR 20) by the Chair of WP.29/GRSP. Delegations were invited to send their questions or comments on the subject to the GRSP for discussion and consideration.

## **XIII. Adoption of the report (agenda item 12)**

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

90. In accordance with the special procedures on decision-making for formal meetings with remote participation adopted by the Executive Committee (ECE/EX/2020/L.12), main decisions taken by WP.11 during the session were published and notified to all the permanent missions in Geneva (<https://unece.org/silence-procedure>). After publication, as no objections were received, decisions were deemed adopted.



## **Annex I**

### **Full Government statement delivered during the seventy-eighth session of the Working Party on the Transport of Perishable Foodstuffs**

#### **Statement from Denmark (at the start of the session and repeated before the discussion of agenda item 5 (b))**

The representative of Denmark requested the floor under agenda item 5(b) and made the following statement: "At the outset, allow me to express Denmark's full solidarity with Ukraine and the Ukrainian people. We condemn in the strongest possible terms Russia's acts of aggression against Ukraine; a grave violation of international law and the UN Charter. President Putin's unjustified and unprovoked attack undermines international peace and security. We deplore the loss of human life and suffering caused and demand that Russia immediately ceases these acts of aggression in the entire territory of Ukraine and fully complies with international law." Under agenda item 5(b) the statement was repeated and stated as the reason why Denmark would not discuss or support the Russian Federation proposal.

## **Annex II**

### **Proposed amendments to the ATP**

#### **Annex 1, Appendix 2, paragraph 7.3.7**

In the table, heading of column number 4, replace "foam" by "insulation".

*(Reference document: ECE/TRANS/WP.11/2022/2)*

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