



Economic and Social Council

Distr.: General
7 November 2012

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Perishable Foodstuffs

Sixty-eighth session

Report of the Working Party on the Transport of Perishable Foodstuffs on its sixty-eighth session

held in Geneva from 22-25 October 2012

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1-2	4
II. Adoption of the agenda (agenda item 1)	3	4
III. Activities of ECE bodies of interest to the Working Party (agenda item 2).....	4-6	4
A. Inland Transport Committee (ITC).....	4-5	4
B. Working Party on Agricultural Quality Standards (WP.7)	6	4
IV. Activities of other international organizations dealing with issues of interest to the Working Party (agenda item 3).....	7-9	5
A. International Institute of Refrigeration (IIR)	7	5
B. Transfrigoroute International (TI).....	8	5
C. European Committee for Standardization (CEN)	9	5
V. Status and implementation of the ATP (agenda item 4).....	10-16	5
A. Status of application of the Agreement.....	10	5
B. Status of amendments	11-13	5
C. Test stations officially designated by the competent authorities of countries Parties to ATP.....	14	6
D. Exchange of information among Parties under Article 6 of ATP	15-16	6
VI. Proposals of amendments to the ATP (agenda item 5)	17-44	6
A. Pending proposals	17-30	6
1. Correction to annex 1, appendix 1.....	17	6

	<i>Paragraphs</i>	<i>Page</i>
2. Introduction of a type-examination certificate	18	7
3. External surface area measurement of panel vans	19	7
4. Measuring the refrigerating capacity of systems using liquefied gas	20	7
5. K values of in-service vehicles	21-23	7
6. Transfer of equipment to another country	24	7
7. Acceptable changes to insulated equipment	25-26	8
8. 6- and 9-year ATP tests for non-autonomous equipment	27	8
9. Combining annexes 2 and 3	28-29	8
10. Revision of annex 1, appendix 1	30	8
B. New proposals	31-44	9
1. Incomplete or obsolete provisions	31-33	9
2. Curtain-sided bodies	34	9
3. Multi-temperature equipment	35-36	9
4. Classification of electrical equipment	37	9
5. Air circulation of evaporator fans	38	10
6. Correction or deletion of transitional provision	39	10
7. Definition of perishable foodstuffs	40-42	10
8. Temperature measurements in tanks with two compartments	43-44	10
VII. ATP Handbook (agenda item 6)	45-46	10
1. Placement of temperature measurement and recording equipment	46	11
VIII. Scope of ATP (agenda item 7)	47	11
IX. Energy labelling, refrigerants and blowing agents (agenda item 8)	48-50	11
X. Programme of work and biennial evaluation (agenda item 9)	51	11
XI. Election of officers (agenda item 10)	52	12
XII. Other business (agenda item 11)	53-57	12
1. Use of technical rules to protect internal markets	53	12
2. Marking of vehicles containing dangerous goods presenting a risk of asphyxiation	54	12
3. ATP product and country profiles	55	12
4. Dates of the sixty-ninth session	56	12
5. Tributes	57	13
XIII. Adoption of the report (agenda item 12)	58	13

Annexes

I.	Proposed amendments to the ATP	14
II.	Corrections to the ATP.....	15
III.	Additions to the ATP Handbook.....	16
IV.	Draft programme of work for 2014-2015.....	17
V.	Response of Spain to the IIR sub-commission letter in Informal document INF.3.....	19

I. Attendance

1. The Working Party on the Transport of Perishable Foodstuffs (WP.11) held its sixty-eighth session from 22-25 October 2012 with Mr. T. Nobre (Portugal) as Chairman and Mr. E. Devin (France) and Mr. K. de Putter (Netherlands) as Vice-Chairmen.

2. Representatives of the following countries took part in the session: Belgium, Czech Republic, Denmark, Finland, France, Germany, Italy, Latvia, Netherlands, Norway, Poland, Portugal, Russian Federation, Serbia, Slovakia, Spain, Ukraine, United Kingdom of Great Britain and Northern Ireland and United States of America. 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.11/225
ECE/TRANS/WP.11/225/Add.1

Informal documents: INF.1 and INF.2 (Secretariat)

3. The provisional agenda (ECE/TRANS/WP.11/225 and -/Add.1) was adopted as amended by informal document INF.1 to take account of informal documents INF.1 to INF.13. WP.11 was informed that document ECE/TRANS/WP.11/2012/11 had been withdrawn.

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

A. Inland Transport Committee (ITC)

Document: ECE/TRANS/224

4. WP.11 took note of the results of the seventy-fourth session of the ITC (Geneva, 28 February – 1 March 2012).

5. WP.11 was informed that the review being undertaken by Governments of the 2005 UNECE reform process was expected to result in the redeployment of resources from low priority to high priority activities. The results of the review would be announced at the next session of the Economic Commission for Europe in April 2013.

B. Working Party on Agricultural Quality Standards (WP.7)

6. WP.11 was informed about the recent work of WP.7 on the development of commercial agricultural quality standards. Further information can be found at the following link: <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)

Informal document: INF.12 (IIR)

7. WP.11 was informed about the results of the meeting of the IIR sub-commission on refrigerated transport held in Munich on 8-10 May 2012. The recommendations of that meeting would be considered under the relevant agenda items. The next meeting of the sub-commission would be held in Paris before the Second International Conference on Sustainability and the Cold Chain (2-4 April 2013).

B. Transfrigoroute International

8. The representative of TI, Mr. J. Grealy, made reference to ongoing work on a TI calculation tool for the dimensioning of multi-temperature equipment which would be made available to testing stations and to a review of annex 1, appendix 1 of ATP.

C. European Committee for Standardization (CEN)

Informal document: INF.18 (Germany)

9. The representative of Germany informed WP.11 about the status of work on the development of a standard on "Testing methodologies for cooling equipment for insulated means of transport" by the working group CEN/TC 113/WG 13 and about the activities of CEN/TC 413 in developing a standard on testing methodologies and requirements for insulated means of transport. The revision of standard EN 12830:1999 on temperature recorders was under vote.

V. Status and implementation of the ATP (agenda item 4)

A. Status of application of the Agreement

10. The number of Contracting Parties to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) had risen to 47 with the accession of Tajikistan in December 2011 and Kyrgyzstan in October 2012.

B. Status of amendments

11. WP.11 was informed that amendments to ATP adopted by WP.11 at its 66th session in 2010 (ECE/TRANS/WP.11/222, Annex I) had been considered accepted on 11 May 2012 and would enter into force on 11 November 2012.

12. Corrections to Article 2 and to the model certificate of compliance adopted by WP.11 at its sixty-seventh session in 2011 (ECE/TRANS/WP.11/224, Annex II) had been notified to ATP Contracting Parties by the United Nations Treaty Section on 28 November 2011 (C.N.759.2011.TREATIES-3) and were effected on 26 February 2012.

13. Proposed amendments to the ATP adopted at the sixty-seventh session of WP.11 in 2011 (ECE/TRANS/WP.11/224, Annex I) had been notified to ATP Contracting Parties by the Treaty Section on 23 December 2011 (C.N.807.2011.TREATIES-8). On 22 May 2012,

the Government of Germany, in accordance with Article 18 (2) (b) of the ATP, had informed the Secretary-General that although it intended to accept the proposals, the conditions for such acceptance had not yet been fulfilled (C.N.274.2012.TREATIES-2). As a consequence, the amendments would be deemed accepted only if, before the expiry of a period of nine months following the initial notification period of six months (i.e. before 23 March 2013), the Government of Germany did not notify an objection to the proposed amendments. Entry into force for ATP would therefore take place in September 2013. The secretariat stated that an updated consolidated text of ATP would be prepared after the acceptance of those amendments.

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

14. The current updated list of competent authorities and test stations appears at the following link: <http://www.unece.org/fileadmin/DAM/trans/main/wp11/teststations.pdf>.

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

Document: ECE/TRANS/WP.11/2012/6 (Secretariat)
Informal documents: INF.5 and INF.7 (Secretariat)

15. WP.11 thanked those countries that had provided data in response to the questionnaire on the implementation of ATP in 2011: Bosnia and Herzegovina, Czech Republic, Denmark, Finland, France, Greece, Ireland, Italy, Netherlands, Poland, Serbia, Slovak Republic, Spain, Sweden and United Kingdom. It was felt, however, that the number of replies was insufficient and the representative of France stressed that it was an obligation for countries to reply to the questionnaire. The problem of fake certificates was also raised.

16. WP.11 took note of the responses to a questionnaire prepared by the secretariat asking countries what measures they currently used to ensure observance of ATP and whether they organized highway controls. As proposed in Informal document INF.5, WP.11 agreed to add an item to the annual agenda of WP.11 under which countries could exchange best practices aimed at ensuring more effective implementation of ATP.

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

A. Pending proposals

1. Correction to annex 1, appendix 1

Document: ECE/TRANS/WP.11/2012/2 (Netherlands)

17. WP.11 adopted a revised version of paragraph 3 of annex 1, appendix 1, which had originally been accepted by WP.11 at its sixtieth session in 2004, with the addition of a small modification introduced during the meeting stating that a certification plate of compliance may be attached to the equipment only when a valid certificate of compliance is available (see Annex I). The voting was 13 in favour (Belgium, Denmark, Finland, France, Germany, Italy, Netherlands, Norway, Poland, Russian Federation, Serbia, Spain and United States) and none against.

2. Introduction of a type-examination certificate

Documents: ECE/TRANS/WP.11/2009/11/Rev.2 (France)
ECE/TRANS/WP.11/2009/11/Rev.2/Add.1 (France)

18. Several delegates supported the proposal which they considered would bring greater uniformity and transparency to the issue of test reports. Others questioned the legal and practical benefit of a type-examination certificate. It was pointed out in relation to the proposal that ISO standard 17025 on accreditation of testing laboratories was not yet mandatory in ATP. The voting on the proposal was 2 in favour (France and Spain) and 3 against (Denmark, Germany and Norway).

3. External surface area measurement of panel vans

Document: ECE/TRANS/WP.11/2012/4 (United Kingdom)

19. The representative of Germany stated that there was already a German standard dealing with this issue. It was also pointed out that certain calculations in the document still had to be discussed. In light of the comments made, the representatives of Germany and the United Kingdom were requested to jointly submit a new document for the next session.

4. Measuring the refrigerating capacity of systems using liquefied gas

Document: ECE/TRANS/WP.11/2011/15 (France)
Informal document: INF.14 (France) (sixty-seventh session)

20. WP.11 noted that the proposal was unchanged from the last session and that the additional informal document proposed by France had not been received. The representative of France said that he had not been able to produce the informal document because he had not received any new comments or contributions. He asked countries to provide their comments so that he could prepare a revised proposal for the next session.

5. K values of in-service vehicles

Document: ECE/TRANS/WP.11/2012/13 (TI)

21. WP.11 took note of the position of TI regarding K values of in-service vehicles and the proposal to delete the words "shall in every case" in paragraph 2 of annex 1 of ATP and similar wording in paragraphs 3 and 4. TI, supported by several delegations, argued that the K values of 0.40 and 0.70 W/m².K were not realistic for in-service equipment given the annual ageing coefficient of 5%.

22. While conceding that ageing did occur, others were of the opinion that those K values had to apply to all equipment and not just to new equipment. They argued that vehicles had to be designed to allow for the ageing coefficient and that given today's environmental concerns, the focus should be on energy saving and optimizing the performance of insulation materials.

23. Asked whether WP.11 would support a possible future amendment proposal based on the 5% ageing coefficient, an informal vote showed 5 countries in favour, 6 against and 6 abstentions.

6. Transfer of equipment to another country

Informal document: INF.14 (France)

24. Some countries had cited difficulties when equipment was transferred from one country to another. The proposal therefore aimed to clarify the terms "registered or recorded" and to modify the period of validity of the provisional certificate in the case of

equipment transferred to another country from three to six months. France was requested to submit an official document on the subject for the next session.

7. Acceptable changes to insulated equipment

Document: ECE/TRANS/WP.11/2012/15 (Germany)

Informal document: INF.15

25. The proposal, allowing minor interior changes to equipment without the need for retesting, was revised during the session to take account of comments made.

26. WP.11 considered that more detailed information on the calculation of volumes of insulation was required and that this could be included in the ATP Handbook. The issue regarding the total perimeter of seals also had to be clarified. WP.11 requested Germany to submit a revised document for the next session.

8. 6- and 9-year ATP tests for non-autonomous equipment

Document: ECE/TRANS/WP.11/2011/16/Rev.1 (France)

27. It was clarified that the proposal referred to refrigerating equipment when the compressor was driven by the engine of the vehicle and excluded containers and semitrailers. The voting was 12 in favour (Belgium, Czech Republic, France, Italy, Netherlands, Poland, Portugal, Slovakia, Serbia, Spain, United Kingdom and United States) and 1 against (Germany). In explanation of its vote, Germany stated that the proposal needed to specify the cooling-down times.

9. Combining annexes 2 and 3

Document: ECE/TRANS/WP.11/2012/7 (Russian Federation)

28. A number of delegates considered that the proposal should be complemented by a study of the economic impact and transitional provisions, particularly if there was a need to equip vehicles with temperature recorders. The representative of the Russian Federation said it would be difficult to analyse the economic impact since in her country the same equipment was used for chilled and frozen cargoes and she called on other countries for assistance in developing a cost-benefit analysis. The representative of Denmark said she had no objections to the proposal as such but wanted to react to the statement in the introduction regarding the scope of the Agreement. She pointed out that the focus of the Agreement must be food safety and possible extensions should be based on the need to ensure food safety.

29. The Russian Federation was requested to submit a revised document for the next session taking into account the comments made.

10. Revision of annex 1, appendix 1

Informal document: INF.10 (Netherlands)

30. WP.11 took note of the status of work undertaken by the Netherlands on the revision of annex 1, appendix 1 of ATP which was considered outdated. During this work a number of questions had arisen and these were addressed in document ECE/TRANS/WP.11/2012/10. The representative of the Netherlands hoped that it would be possible to schedule a meeting of the informal working group on the revision of annex 1, appendix 1 early in 2013.

B. New proposals

1. Incomplete or obsolete provisions

Document: ECE/TRANS/WP.11/2012/10 (Netherlands)

31. WP.11 started by discussing whether measures were needed to prove the authenticity of the ATP plate. Despite the text in paragraph 3 of annex 1, appendix 1 which stated that "the ATP plate shall be recognized as equivalent to an ATP certificate", not all countries agreed that the ATP plate should be issued by the competent authority or a body authorized to do so by the competent authority.

32. In light of the divergence of opinions, WP.11 agreed that the best way to deal with the issues raised in the document would be through a questionnaire which would also help to ensure the traceability of countries' opinions.

33. WP.11 agreed that the representative of the Netherlands would prepare the questionnaire and the secretariat would send it out to countries early enough so that the answers could be considered at the next session.

2. Curtain-sided bodies

Document: ECE/TRANS/WP.11/2012/3 (Netherlands)

34. WP.11 was of the opinion that curtain-sided bodies should not be accepted under ATP and asked the Netherlands to prepare an amendment proposal and a possible transitional provision for the next session which would exclude their use.

3. Multi-temperature equipment

Documents: ECE/TRANS/WP.11/2012/1 (France)
ECE/TRANS/WP.11/2012/14 (France)

35. The proposal dealt with testing procedures for in-service multi-temperature equipment and had been prepared in follow-up to the test procedures adopted last year for new multi-temperature equipment. The representative of Germany felt that a new model certificate of compliance which recognised different compartments should be agreed on before new testing procedures. However, WP.11 felt that it was not too soon to be working on retesting provisions.

36. The proposal for distinguishing marks for multi-temperature equipment consisted of indicating the ATP classification of all the different compartments in clockwise order from the front compartment. Several delegations found this approach too complicated and favoured a simpler solution such as using the letters "MT". The possibility of markings to be placed inside vehicles was discussed. The Chairman raised the concern that the plate should be considered as equivalent to the certificate of compliance. France was invited to prepare a new proposal for the next session taking into account all the comments made.

4. Classification of electrical equipment

Informal document: INF.6 (France)

37. Some delegations questioned whether electrically powered equipment currently had sufficient autonomy to be used for international transport but the representative of Germany gave the example of distribution centres in southern Germany which used electrical units to supply supermarkets in Austria and Switzerland. WP.11 asked France with the support of the IIR sub-commission on refrigerated transport to submit a more elaborated proposal for the next session.

5. Air circulation of evaporator fans

Document: ECE/TRANS/WP.11/2012/5 (United Kingdom)

38. WP.11 took note of the proposal to modify the second sentence of paragraph 4.3.4 (ii) of annex 1, appendix 2 of ATP by clarifying that it is obligatory to measure the air circulation of a refrigeration unit's evaporator fans. While recognising that the results of this test are not frequently used, WP.11 recommended that a small informal working group revise the proposal in collaboration with the IIR sub-commission on refrigerated transport for the next session.

6. Correction or deletion of transitional provision

Document: ECE/TRANS/WP.11/2012/8 (Secretariat)

39. WP.11 agreed to delete the outdated transitional measure at the end of annex 2, appendix 1 (see Annex I).

7. Definition of perishable foodstuffs

Document: ECE/TRANS/WP.11/2012/12 (Russian Federation)

40. The Russian Federation maintained that many different perishable foodstuffs were missing from annexes 2 and 3 of ATP and that adding a definition in Article 3 of ATP would avoid the need to list specific perishable foodstuffs in the annexes. Several delegations stated that they were not opposed to adding a definition to ATP. However, it was argued that ATP was not intended to cover all types of perishable foodstuffs and that the aim of the Agreement was ensuring the safety of food for human consumption and not avoiding spoilage.

41. The voting on the proposal was as follows: 8 in favour (Belgium, Finland, Italy, Portugal, Russian Federation, Slovakia, Spain and Ukraine) and 4 against (Germany, Norway, United Kingdom and United States).

42. The Russian Federation was invited to analyse the comments made by countries during the discussion and to revise the document for the next session.

8. Temperature measurements in tanks with two compartments

Informal document: INF.9 (Netherlands)

43. WP.11 adopted the correction to the English text of paragraph 2.2.4 (b) of annex 1, appendix 2 regarding the placement of temperature recording instruments in tanks (see Annex II) and asked the secretariat to submit the correction to the United Nations Treaty Section.

44. WP.11 also invited the secretariat to send the draft amendments it had adopted which were contained in Annex I to the present report to the United Nations Treaty Section for official notification to ATP Contracting Parties.

VII. ATP Handbook (agenda item 6)

45. WP.11 was informed that the latest version of the ATP Handbook could be found on the Transport Division website in English, French and Russian at the following link: http://www.unece.org/trans/main/wp11/atp_handbook.html.

1. Placement of temperature recording instruments

Document: ECE/TRANS/WP.11/2012/9 (Russian Federation)

Informal document: INF.16 (Russian Federation)

46. The proposal called for the introduction of additional comments in Annex 2, Appendix 1 of the ATP Handbook regarding the placement and protection of temperature recording instruments. The proposal was revised during the session and adopted by WP.11 (see Annex III).

VIII. Scope of ATP (agenda item 7)

Document: ECE/TRANS/WP.11/2012/12 (Russian Federation)

47. WP.11 recalled its discussion on the proposal to add a definition of perishable foodstuffs to ATP as reflected in paragraphs 40 to 42 of the present report.

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

Document: Informal document No. 4 (Secretariat)

48. At its sixty-seventh session, WP.11 had established an informal working group composed of France, Germany, Portugal, Spain, United States, IIR and TI, with the assistance of the secretariat, to make proposals to WP.11 regarding the development of an environmental programme of work. A questionnaire had been sent to the group to facilitate its work. The responses showed that discussion of environmental issues in WP.11 could be improved by defining an issue of interest and going into more detail, possibly with the aid of presentations by experts. The responses also showed a preference for collaborating with other organizations with expertise in this area such as IIR and TI. In addition, Germany had recommended that environmental aspects be kept on an informal level in WP.11.

49. WP.11 discussed the future outlawing of refrigerants and the subsequent retrofitting and need for retesting of ATP equipment. TI observed that energy labelling was possible for bodies and refrigerating systems when treated separately but was more problematic when the two were combined.

50. WP.11 took note of the suggestion by France that in future all proposals to amend ATP should include an assessment of the environmental impact of the proposal in addition to the cost, feasibility and enforceability justifications which were already required. The secretariat was requested to prepare a proposal to this effect for the next session. The secretariat stated that it would also contact the informal working group to see how work could be advanced before the next session.

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

Informal document: INF.11 (Secretariat)

51. WP.11 adopted its programme of work for 2014-2015 (see Annex IV). It was agreed that CLCCR should be added to the organizations that WP.11 cooperates with.

XI. Election of officers (agenda item 10)

52. WP.11 elected Mr. Telmo Nobre (Portugal) as Chairman and Mr. Eric Devin (France) and Mr. Kees de Putter (Netherlands) as Vice-Chairmen for its sixty-ninth session in 2013. WP.11 thanked the officers and the secretariat for their work.

XII. Other business (agenda item 11)

1. Use of technical rules to protect internal markets

Informal document: INF.3 (IIR)

Informal document: INF.17 (Spain)

53. WP.11 took note of the letter from the IIR sub-commission on refrigerated transport on the use of technical rules in ATP to protect internal markets from imports of refrigerated equipment. Spain requested that its response to that letter be annexed to the present report (see Annex V).

2. Marking of vehicles containing dangerous goods presenting a risk of asphyxiation

Informal document: INF.8 (Secretariat)

54. WP.11 took note of new provisions in the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) relating to the marking of vehicles and containers containing dangerous goods presenting a risk of asphyxiation when used for cooling or conditioning purposes, such as dry ice, nitrogen (refrigerated liquid) or argon (refrigerated liquid) (see ADR 2013, section 5.5.3). These provisions will also apply to wagons, vehicles and containers carried by rail or sea.

3. ATP product and country profiles

Informal document: INF.13 (Secretariat)

55. WP.11 took note of the preliminary work of the secretariat on the preparation of ATP product and country profiles on the basis of trade data of the Food and Agriculture Organization of the United Nations. WP.11 recommended that the data be presented in tonnes as well as dollars and said it would be interesting to know what percentage of fruit and vegetables was transported in ATP equipment. The representative of the United States mentioned that the United States Department of Agriculture also issued statistical data which might be of interest.

4. Dates of the sixty-ninth session

56. WP.11 was informed that the dates of 8-11 October 2013 had been reserved for the sixty-ninth session of WP.11. The deadline for submission of documents is 5 July 2013.

5. Tributes

57. WP.11 was informed that Mr. Geron Johansson had assumed new functions in his administration and would no longer continue as Chairman of the IIR sub-commission on refrigerated transport. WP.11 expressed its profound appreciation to Mr. Johansson who had held that position for many years and had made a valuable contribution to the work of WP.11.

XIII. Adoption of the report (agenda item 12)

58. WP.11 adopted the report on its sixty-eighth session on the basis of a draft prepared by the secretariat.

Annex I

Proposed amendments to the ATP

1. Annex 1, appendix 1, paragraph 3

Replace the existing text by the following:

"3. A certificate of compliance with the standards shall be issued by the competent authority of the country in which the equipment is to be registered or recorded. This certificate shall conform to the model reproduced in appendix 3 to this annex.

The certificate of compliance shall be carried on the equipment during carriage and be produced whenever so required by the control authorities. However, if a certification plate of compliance, as reproduced in appendix 3 to this annex, is fixed to the equipment, the certification plate of compliance shall be recognized as equivalent to a certificate of compliance. A certification plate of compliance may be fixed to the equipment only when a valid certificate of compliance is available. Certification plates of compliance shall be removed as soon as the equipment ceases to conform to the standards laid down in this annex.

In the case of equipment transferred to another country, which is a Contracting Party to ATP, it shall be accompanied by the following documents so that the competent authority of the country in which the equipment is to be registered or recorded can issue a certificate of compliance:

(a) in all cases, the test report of the equipment itself or, in the case of serially produced equipment, of the reference equipment;

(b) in all cases, the certificate of compliance issued by the competent authority of the country of manufacture or, for equipment in service, the competent authority of the country of registration. This certificate will be treated as a provisional certificate valid, if necessary, for three months;

(c) in the case of serially produced equipment, the technical specification of the equipment to be certified as issued by the manufacturer of the equipment or his duly accredited representative (this specification shall cover the same items as the descriptive pages concerning the equipment which appear in the test report and shall be drawn up in at least one of the official languages).

In the case of equipment transferred after it has been in use, the equipment may be subject to a visual inspection to confirm its identity before the competent authority of the country, in which it is to be registered or recorded, issues a certificate of compliance."

2. Annex 2, appendix 1

Delete the current fifth paragraph.

Annex II

Correction to the ATP

1. Annex 1, appendix 2 paragraph 2.2.4 (b) (English only)

For Near the bottom *read* Near the end (twice)

Annex III

Additions to the ATP Handbook

1. Add the following new comments to annex 2, appendix 1:

“4. Where it is possible, the measuring instrument should be placed inside the body of the transport equipment in the area with the highest air temperature in accordance with the requirements of annex 2, paragraph 2 of ATP:

- *In the case of upper cold air distribution systems, near (to the left or right of) the bottom of the doorway furthest away from the refrigeration unit;*
- *In the case of lower cold air distribution systems, in the middle of the portion above the doorway furthest away from the refrigeration unit;*

5. The instrument shall be adequately protected to avoid damage caused by moving parts of equipment or contact with cargo items during loading and unloading or shifting or partial or complete collapse of stacks of cargo during carriage.

No means of protection of the instruments (e.g. protective housing or placement of the measuring instrument in a protective housing in a recess in a wall of the transport equipment, if any) should affect the accuracy of the air temperature measurements inside the transport equipment.”

(ECE/TRANS/WP.11/226, para. 46)

Annex IV

Draft programme of work for 2014–2015

Subprogramme: 02 Transport

Cluster 12

Transport of perishable foodstuffs

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<p>The main aims of the cluster are to:</p> <p>Initiate and pursue actions aimed at enhancing the preservation of the quality of perishable foodstuffs during their carriage, particularly in international transport;</p> <p>Promote the facilitation of international transport of perishable foodstuffs by harmonizing the relevant regulations and rules and the administrative procedures and documentation requirements to which this transport is subject;</p> <p>Develop and update the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP), concluded in Geneva in 1970;</p> <p>Ensure harmonization of the ATP with other relevant legal instruments on the transport of perishable foodstuffs developed in other fora;</p> <p>Main actions by the Transport Division:</p> <ul style="list-style-type: none"> - Act as secretariat to the Working Party on the Transport of Perishable Foodstuffs (WP.11); - Issue updated publications of the ATP and ATP Handbook; - Organize activities, including workshops, aimed at enhancing implementation of the ATP and promoting accession by other States; - Cooperate with Governments and other actors (intergovernmental and non-governmental organizations) in the field of refrigerated transport 	<p>Enhanced and updated international requirements for the transport of perishable foodstuffs</p>

Outputs/activities

(a) *Meetings and related parliamentary documentation*

12.1 Working Party on the Transport of Perishable Foodstuffs (WP.11): seventieth session (dates to be decided in 2014), seventy-first session (dates to be decided in 2015).

Reports of the annual sessions of WP.11; Documents on the exchange of information on the implementation of the ATP; Proposals of amendments to the ATP and its annexes; Proposals for additions to the ATP Handbook; Proposals on the possible extension of the scope of ATP; Programme of work and biennial evaluation.

(b) Publications and other information material

12.2 2015 issue of the publication of the ATP

12.3 Updates of the ATP Handbook on the Transport Division website

(c) Technical cooperation

12.4 Activities, including a possible workshop, aimed at enhancing implementation of the ATP, promoting accession by countries in and outside the ECE region, and at reducing the environmental impact of refrigerated transport;

12.5 Cooperation with other organizations working in the field of refrigerated transport including the International Association of the Body and Trailer Building Industry, the International Institute of Refrigeration and Transfrigoroute International.

Annex V

Response of Spain to the IIR sub-commission letter in Informal document INF. 3

1. In relation to the concerns expressed by the sub-commission on refrigerated transport of the International Institute of Refrigeration (IIR) in its letter dated 18 June 2012, we wish to state the following:
2. The Spanish competent authority, in enforcing ATP, established a control procedure in accordance with annex 1 and its appendices with a starting date of 1 August 2011.
3. In this procedure, it is indicated that in the same way that locally manufactured ATP equipment is sent to the official test station in Getafe (Madrid) to verify the K coefficient, in accordance with section 2 of annex 1, appendix 2 of ATP, a certain number of units of equipment transferred to Spain from other ATP countries is also required to undergo verification of the K coefficient. A selection is made so that an equal number of domestic equipment and equipment transferred from other countries is tested.
4. Because of this, from 1 August 2011, a selection of national equipment, both new and in-service, is required to undergo a verification of the K coefficient by the official test station. From the end of 2011, a random and equitable selection of equipment from other ATP countries, a number that cannot exceed the number for domestic equipment, has been required to undergo verification of the K coefficient or will have to undergo verification of the K coefficient, when appropriate, in the future.
5. To accomplish this, it was decided to include in the ATP certificates of equipment transferred from other ATP countries, the mention: "The K coefficient shall be verified at the next inspection by the official test station". This does not mean that all those which have this mention will necessarily have to undergo verification of the K coefficient, but that they could be required to undergo such verification depending on the number of national equipment whose K coefficient has to be checked during the year.
6. By way of example, in 2011, out of a total of 412 units of equipment transferred from other ATP countries, only 1 unit was required to undergo verification of the K coefficient, and another 20 at most will be required to undergo verification of the K coefficient when they renew their ATP certificates. This is because during 2011, only 21 units of national equipment underwent verification of the K coefficient at the official test station. The remaining equipment transferred from other ATP countries, numbering 391, will not have to undergo verification of the K coefficient and may be retested, when necessary, by experts in accordance with section 5 of annex 1, appendix 2 of ATP.
7. Finally, we wish to inform the members of WP.11, in order to dispel any doubts, such as those posed by the letter from the IIR sub-commission, that we will establish a new selection procedure from 31 December 2012 for the checking of all types of equipment, both domestic and those transferred from other ATP countries, regardless of the date of construction. Consequently, as from 31 December 2012, there will be no mention of the verification of the K coefficient at the next inspection in ATP certificates issued by the Spanish competent authority.
8. Starting next year, with this new procedure, which will be equitable, proportionate, random and in accordance with annex 1 and the appendices of ATP, an equal number of domestic equipment and equipment transferred from other ATP countries will be required to undergo verification of the K coefficient at the official test station.