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Working Party on the Transport of Perishable Foodstuffs

Seventy-first session

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

held in Geneva from 6-9 October 2015

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I. Attendance

1. The Working Party on the Transport of Perishable Foodstuffs (WP.11) held its seventy-first session from 6-9 October 2015 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, Croatia, Denmark, Finland, France, Germany, Ireland, Italy, Latvia, Luxembourg, Morocco, Netherlands, Poland, Portugal, Russian Federation, Serbia, Spain, Sweden, Turkey, 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.11/232
ECE/TRANS/WP.11/232/Add.1/Rev.1

Informal document : INF.1 (Secretariat)

3. The provisional agenda (ECE/TRANS/WP.11/232 and -/Add.1/Rev.1) was adopted as amended by informal document INF.1 to take account of informal documents INF.1 to INF.18.

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

A. Inland Transport Committee (ITC)

Documents: ECE/TRANS/248
ECE/TRANS/WP.11/2015/10 (Belgium, on behalf of the informal working group on decision making and voting procedures)

4. WP.11 took note of the results of the seventy-seventh session of the ITC (Geneva, 24-26 February 2015) related to the work of WP.11 as reflected in paragraphs 118-126 of ECE/TRANS/248.

5. WP.11 then examined the proposal relating to decision making and voting procedures as contained in document ECE/TRANS/WP.11/2015/10 which under (A) contained a proposal to reconsider the decision-making procedure within the ATP itself; under (B) contained a proposal to optimize the application of the rules of procedure of WP.11 and their interpretation; and; under (C) contained a proposal to revise the guidelines for the preparation and submission of documents for WP.11.

6. Although a number of countries supported the different proposals, the proposals under A (dealt with in paragraphs 56 and 57 of the present report) and B could not be accepted in their current versions. The Russian Federation expressed its support for the current system of voting on every proposal which it felt obliged countries to make their positions clear.

7. As concerns the need to revise the guidelines for the preparation and submission of documents for WP.11 as contained in the appendix to the terms of reference and rules of

procedure of WP.11 (ECE/TRANS/WP.11.229), WP.11 approved the proposal under C and agreed that Belgium should give guidance to the secretariat on the revision of the standard format for documents.

8. WP.11 thanked the delegate of Belgium and the informal working group on decision making and voting procedures for their document and asked them to pursue the work and submit a new proposal at the seventy-second session in 2016.

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

9. 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>.

10. In response to a question raised at the seventieth session of WP.11, it was noted that standards for fruit and vegetables did not include provisions for the temperature control and ventilation of transport or storage equipment.

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.3 (IIR)

11. WP.11 was informed about the results of the meeting of the IIR sub-commission on refrigerated transport held in Castelo Branco, Portugal on 21 and 22 April 2015. The sub-commission had given its support for proposals to WP.11 including those on definitions to be included in annex 1, dimensions of panel vans and the modified test report, marking of multi-temperature equipment, comments on minor modifications to insulated bodies for the ATP Handbook, and 6 and 9-year ATP tests for non-autonomous equipment.

B. Transfrigoroute International

Informal document: INF.15 (Transfrigoroute International)

12. Mr. J. Grealy informed WP.11 about the activities of Transfrigoroute International in support of the refrigerated transport industry as reflected in Informal document INF.15.

13. Transfrigoroute International would celebrate its sixtieth anniversary at its annual general meeting that would take place in Amsterdam on 16-17 October 2015.

C. European Committee for Standardization (CEN)

14. The representative of Germany informed WP.11 about the status of work on the development and revision of CEN standards relating to temperature-controlled land transport. Concern was expressed that those standards also contained requirements regarding markings that could breach the provisions and application of the ATP.

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

A. Status of application of the Agreement

15. 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 49 with the accession of Saudi Arabia in January 2015.

B. Status of amendments

16. WP.11 was informed that the amendments to ATP adopted by WP.11 at its 69th session in 2013, and contained in Annex I to the report of that session (ECE/TRANS/WP.11/228), were considered accepted on 31 March 2015 and had entered into force on 30 September 2015 (see C.N.253.2015.TREATIES-XI.B.22).

17. Proposed amendments to the ATP adopted at the seventieth session of WP.11 in 2014 (ECE/TRANS/WP.11/231, Annexes I and II and ECE/TRANS/WP.11/231/Corrs. 1 and 2) had been notified to ATP Contracting Parties by the United Nations Treaty Section on 19 March 2015 (C.N.181.2015.TREATIES-XI.B.22).

18. On 13 May 2015, the Government of Germany had informed the Secretary-General that although it intended to accept the proposals, the conditions for such acceptance were not yet fulfilled (C.N.298.2015.TREATIES-XI.B.22). As a consequence, the amendments adopted at the 2014 session of WP.11 would be deemed accepted only if, before the expiry of a period of nine months following the initial notification period of six months, the Government of Germany did not notify an objection to the proposed amendments.

19. On 17 September 2015, the Government of Finland had made an objection to the proposed amendment to annex 1, appendix 2, paragraph 3.2.6 (C.N.481.2015.TREATIES-XI.B.22). The secretariat confirmed that the objection did not affect the other proposed amendments in the package.

20. WP.11 noted that it was possible to make an objection to a single proposed amendment as long as it could be considered independent from the other proposed amendments in the package. All countries that wished to make an objection in accordance with article 18 in the future were recommended to first contact the secretariat. The secretariat was requested to draft a note regarding these issues for contracting parties and particularly for those that did not participate in WP.11.

21. It was agreed that the airflow requirements that were the subject of the objection by Finland should be dealt with first by the IIR sub-commission on refrigerated transport.

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

Informal document: INF.6 (Secretariat)

22. WP.11 took note of the updated list of officially designated competent authorities and test stations that could also be found at the following web link: <http://www.unece.org/trans/main/wp11/teststations.pdf>.

23. WP.11 stressed that if there were any doubts about the authenticity of ATP certificates, it was imperative to contact the relevant competent authority.

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

Documents: ECE/TRANS/WP.11/2015/6 and 6/Add.1 (Secretariat)

Informal document: INF.2 (Secretariat)
INF.5 (Spain)

24. WP.11 thanked the 21 countries that had provided data in response to the questionnaire on the implementation of ATP in 2014 and stressed that it was important to have information from all ATP contracting parties. WP.11 took note of the responses to the additional questions regarding implementation of the ATP contained in INF.2 and on fines imposed by Spain for non-observance of the ATP (Informal document INF.5).

E. Exchange of good practices for better implementation of ATP

Document: ECE/TRANS/WP.11/2015/4 (Secretariat)
ECE/TRANS/WP.11/2015/8 (Finland)

25. WP.11 took note of the proposals in the document presented by the secretariat to create a database of model certificates on the secretariat website and the recommendation that competent authorities maintain on their websites lists of all ATP certificates issued to make it easier for control bodies to check the authenticity of certificates. The Russian Federation was of the opinion that it should be an obligation for all competent authorities to have such a list on their websites.

26. Some countries opposed the proposals citing potential problems with data confidentiality regulations if this information was made available on the internet.

27. In its document, Finland asked other countries what they did when equipment checked at customs was found not to meet the requirements of the ATP. In Finland, they were obliged to check that the temperature regulations were fulfilled. If the temperature conditions were fulfilled, the equipment was allowed to continue to its destination, where the local public health authorities were then obliged to verify during unloading that the transported products met the requirements in question.

28. It was agreed that the secretariat would ask countries through a questionnaire what procedures, penalties etc. were applied in such circumstances when the requirements of ATP were not met.

F. Interpretation of ATP

29. There was no discussion under this agenda item.

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

A. Pending proposals

1. Clarification of the terms "recorded or registered" in annex 1, appendix 1

Document: ECE/TRANS/WP.11/2015/14 (Belgium)

30. Belgium was of the view that the word "recorded", placed after the word "registered" in annex 1, appendix 1, was only applicable if the equipment could not be registered. The word "or", therefore, did not signify a choice. It meant that if the equipment

was such that it could not be registered (e.g. a container), then it had to be recorded in the country where the owner of the equipment was based.

31. The Netherlands argued that the proposal needed transitional measures and did not take account of the possibility of equipment being registered in one country and recorded in another. A number of delegations questioned the need for transitional measures on the matter and questioned the possibility in the ATP to register equipment in one country and record it in another.

32. One country objected to the proposal and Belgium was invited to prepare a revised proposal for the next session in cooperation with the Netherlands.

2. Validity of certificates for equipment manufactured for transfer to another country

Document: ECE/TRANS/WP.11/2014/21 (France)

Informal document: INF.17 (Netherlands)

33. France had asked that its proposal from the previous session be kept on the agenda for the present session. The proposal was to authorize the issuance of certificates valid for three months and which could be renewed only once in the case of equipment manufactured for transfer to another country with an active competent authority. France argued that this complemented the decision to allow a six-month validity for provisional certificates. Issuing certificates valid for six years for equipment manufactured for transfer to another country created unfair competition.

34. A number of countries supported the proposal. The United States considered that such certificates should be valid for six years if the equipment had undergone the relevant K value tests. The Netherlands wished to place the proposed text in annex 1, appendix 1, paragraph 3 (b).

35. It was agreed that a small group would revise the proposal during the session.

36. Germany opposed the revised proposal prepared during the session (Informal document INF.17) stating that some countries did not have a competent authority that could issue a new certificate.

37. The voting on the proposal was 7 in favour (Denmark, Finland, France, Luxembourg, Netherlands, Spain and United Kingdom) and 1 against (Germany).

3. External surface area measurement of panel vans

Document: ECE/TRANS/WP.11/2015/2 (United Kingdom)

38. At the seventieth session, Germany had voted against the proposal saying that it was still missing amendments for the model test report. The model test report had been discussed at the 2015 meeting of the IIR sub-commission on refrigerated transport and a solution had been agreed as to what information was required in the test report.

39. WP.11 adopted the proposal with some modifications (see annex I).

4. 6- and 9-year ATP tests for non-autonomous equipment

Document: ECE/TRANS/WP.11/2011/16/Rev.4 (France)

Informal document: INF.16 (Netherlands)

40. France said that it had revised its proposal to take into account comments made in 2014 and that the 2015 meeting of the IIR sub-commission on refrigerated transport had supported the proposal.

41. It was agreed that the proposal should be reworked and discussed again during the session.

42. WP.11 adopted the revised proposal and transitional provision (see annex I).

5. Test for in-service multi-temperature equipment

Document: ECE/TRANS/WP.11/2015/13 (France)

43. The proposal was based on the testing method for autonomous mono-temperature mechanically refrigerated equipment with the addition of a test for the reversibility of compartments that made it possible to limit the length of the test while maintaining its relevance.

44. WP.11 agreed that in the tables for equipment with two and three compartments, temperatures should be replaced by "Class temperature". It also agreed that it should be an easy and inexpensive test.

45. An attempt to adopt the proposal initially just for multi-temperature equipment with two or three compartments was unsuccessful and Germany stated that further modifications were required to the proposal.

46. It was agreed that France and Germany should jointly make a revised proposal for the next session and that it should first be discussed in detail at the next meeting of the IIR sub-commission on refrigerated transport since it was now urgent to have a test for in-service multi-temperature equipment in the ATP.

47. Germany stressed that the marking of multi-temperature equipment had to be decided before agreement could be reached on a test for in-service multi-temperature equipment.

6. Distinguishing marks for multi-temperature equipment

Document: ECE/TRANS/WP.11/2015/15 (France)

48. France proposed that minimum marking requirements be adopted and stated that its proposal had been supported by the IIR sub-commission on refrigerated transport. The marking had to allow the control authorities to check easily that the equipment was appropriate for the goods transported. In particular, it had to show clearly the number of compartments and their respective classes so that it could be ascertained whether the goods could be transported in the compartment concerned.

49. The voting on the proposal was 7 in favour (France, Italy, Morocco, Poland, Portugal, Spain and Sweden) and 3 against (Belgium, Germany and Netherlands).

50. It was agreed that an informal working group comprised of France, Germany and other interested countries and led by the Netherlands would prepare a new proposal for the next session.

7. References to and revision of standards

Document: ECE/TRANS/WP.11/2015/20 (Russian Federation)

51. Documents ECE/TRANS/WP.11/2015/18-22 from the Russian Federation had been submitted after the official deadline for documents and the United Nations translation services had not been able to translate the documents before the session. The secretariat had therefore decided to treat the English translations of the documents which the Russian Federation had provided as official documents. Belgium argued that due to the transmission of these documents after the official deadline and to the lack of official translations of these documents in all ECE languages, according to the rules of procedure, these documents

could not be treated by WP.11 as official documents for decision making and should be treated as informal documents. Denmark, France and Sweden supported this. WP.11 therefore decided that the proposals could be discussed but that it would not be possible to take any formal decision on them.

52. The Russian proposal on the revision of standards argued that references to outdated and national standards should be deleted from the ATP. AMCA as well as regional (European) EN standards could be retained until they could be replaced with equivalent ISO standards.

53. It was pointed out that two of the proposals in the document had already been adopted at the last session and could be found in annex II of ECE/TRANS/WP.11/231. WP.11 agreed that in the second and third paragraphs of annex 2, appendix 1 of the Russian-language version of the ATP, the translation of the title of the standards EN 13486 and EN 12830 in Russian should be corrected (see annex II).

B. New proposals

1. Accreditation of competent authorities

Document: ECE/TRANS/WP.11/2015/12 (France)

54. The proposal by France argued that accreditation of competent authorities would help ensure impartial certification decisions, compliance with technical procedures and standards, and the competence of assessors.

55. The majority of countries opposed the proposal to require accreditation of competent authorities according to ISO 17065:2012 – Conformity assessment – Requirements for bodies certifying products, processes and services. The Russian Federation opposed the proposal on the grounds that public authorities could not be accredited by a third party. It was also stated that the costs had been underestimated and would be too high for competent authorities that only issued a small number of certificates. The proposal was not put to the vote.

2. Article 18

56. The informal working group led by Belgium reintroduced the amendment proposal made by Italy in 2002 and Portugal in 2007 to amend the unanimity rule in Article 18.4. The proposal was that at least three objections should be required in order to reject an amendment to the technical annexes to the ATP, while maintaining unanimity only for the articles of the ATP itself.

57. Several countries supported the proposal, but Denmark and the United Kingdom expressed their opposition on the grounds that it could lead to a loss of sovereignty over ATP issues. The Russian Federation was also against the proposed changes.

3. Definitions for annex 1

Document: ECE/TRANS/WP.11/2015/17 (Netherlands)

Informal document: INF.13 (Netherlands)

58. In order to improve the understanding of the ATP and to limit interpretation, the Netherlands proposed to include definitions in annex 1. The definitions would be placed in alphabetical order in the language of publication of the ATP.

59. There was an in-depth discussion of the individual definitions and corrections were proposed to all three language versions.

60. Despite support for the work on definitions, the proposal could not be accepted in its current form by some delegations.

61. WP.11 urged the Netherlands to pursue its work on definitions and several delegations, including the Russian Federation, expressed their willingness to participate in this work in the future. It was suggested that a draft be sent out for comments before being submitted as a document. The Chairman proposed that a list of terms that needed definitions also be drawn up so that it could be checked whether it was complete at the next session.

4. Accreditation of testing stations

Document: ECE/TRANS/WP.11/2015/11 (France)

62. A number of official ATP testing stations had obtained accreditation for their activities under ISO 17025 (General requirements for the competence of testing stations and calibration laboratories). The French proposal argued that third-party evaluation of testing stations ensured a greater degree of harmonization in their practices.

63. WP.11 did not agree to the proposed amendment because it felt the costs had been underestimated and would be too high for testing stations that only issued a small number of test reports.

64. The voting on the proposal was 5 in favour (France, Morocco, Poland, Portugal and Spain) and 7 against (Denmark, Germany, Netherlands, Russian Federation, United Kingdom and United States).

5. Model 10 test report

Document: ECE/TRANS/WP.11/2015/1 (United Kingdom)

65. According to annex 1, appendix 1, paragraph 6 (a) the test report for serially produced equipment is valid for six years for equipment defined in the ATP as insulated, refrigerated, mechanically refrigerated or heated. For additional clarification, however, the United Kingdom proposed that this information should also be added to the model No. 10 test report as was already the case for models 2A, 2B, 4A, 4B, 4C, 5 and 6.

66. WP.11 adopted the proposal (see annex I) and agreed that there was no need for a transitional measure.

6. Temperature monitoring and recording of chilled foodstuffs

Document: ECE/TRANS/WP.11/2015/21 (Russian Federation)

67. The Russian Federation proposal argued that to ensure that the quality of chilled foodstuffs was preserved during carriage, it was important to specify the range of temperatures permitted and also to require air temperature monitoring in transport equipment used for carriage of chilled foodstuffs.

68. One country considered that it was not necessary to specify the lower temperature in the range of temperatures permitted to guarantee food safety. Also, with the suggested minimum temperatures the carriage of super-chilled meats would not be possible. Another country opposed the proposal on the grounds that the cost of equipment required was in the region of 1000 Euros for the recorder plus the extra cost of annual calibration.

69. The Russian Federation was invited to revise its proposal for the next session taking into account the comments made.

7. Reference audit for builders of temperature-controlled transport equipment

Document: ECE/TRANS/WP.11/2015/16 (France)

70. France proposed that States could recognise audits of production on the basis of a procedure which would be laid down in a new annex to the ATP.

71. Some delegations questioned whether such a new procedure could be considered to be within the scope of the ATP. The voting on the proposal was 2 in favour (France and Poland) and 5 against (Germany, Morocco, Portugal, Russian Federation, and United States). Belgium stated that it abstained.

8. New annex on the carriage of fruit and vegetables

Document: ECE/TRANS/WP.11/2015/22 (Russian Federation)

72. The Russian Federation believed that the introduction in the ATP of a new annex with recommended temperatures for the carriage of fresh fruit and vegetables would make it possible to preserve their quality and safety during transportation, extend the area of application of the ATP, and create the necessary preconditions for new Contracting Parties to be able to join the ATP.

73. Denmark argued that the purpose of the ATP was to safeguard food safety and not its quality and that fruit and vegetables posed no problem to food safety. Denmark, Morocco and Sweden expressed their opposition to the proposal. In light of the opposition, the Russian Federation was of the opinion that the annex should be included in the ATP Handbook. Denmark pointed out that recommending temperatures in the ATP Handbook did not constitute an extension of the ATP.

74. The Russian Federation was invited to submit a revised proposal for the next session if it wished to pursue the work.

9. Miscellaneous editorial correction proposals

Document: ECE/TRANS/WP.11/2015/5 (secretariat)

75. WP.11 adopted the editorial corrections proposed by the secretariat taking into account the comments made by the contracting parties present (see annexes I and II).

76. WP.11 invited the secretariat to send the proposed amendments it had adopted which were contained in annex I to the present report as well as the corrections in annex II to the United Nations Treaty Section for official notification to ATP contracting parties.

VII. ATP Handbook (agenda item 6)

77. 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.

A. Definition of perishable foodstuffs

Document: ECE/TRANS/WP.11/2015/18 (Russian Federation)

Informal document: INF.18 (Russian Federation)

78. At the seventieth session, there had been general agreement on adding a definition of perishable foodstuffs in a comment in the ATP Handbook.

79. A number of countries had problems with the definition proposed including with the references to the "quality" of perishable foodstuffs. Two countries proposed that an existing definition could be used, for example the definition of perishable foodstuffs in the Codex Alimentarius.

80. The Russian Federation presented a number of proposals for discussion during the session. WP.11 asked the Russian Federation to submit an official proposal for adoption at the next session.

B. Measurement of the external surface area of panel vans

Document: ECE/TRANS/WP.11/2015/2 (United Kingdom)

81. WP.11 agreed to add the illustrations on the three methods of measuring the external surface area of panel vans to the ATP Handbook (see annex III).

C. Inner and outer heat transfer surface areas of railway wagons

Document: ECE/TRANS/WP.11/2015/19 (Russian Federation)

82. Using the proposals made by the United Kingdom on the measurement of the outer surface areas of panel vans, the Russian Federation proposed methods for calculating the inner and outer heat transfer of railway wagons other than tank wagons.

83. The Russian Federation stated that it would submit a new proposal as an addition to the text of the United Kingdom for panel vans after it had been officially approved and accepted.

84. The Russian Federation also said that it would submit a document for the next session regarding the accuracy of K value tests.

D. Minor and limited modifications to serially produced equipment

Document: ECE/TRANS/WP.11/2015/7 (Finland)

Informal document: INF.14 (Secretariat)

85. WP.11 agreed to the addition of comments 1 and 2 (alternative 1) in annex 1, appendix 1 in the ATP Handbook clarifying the terms "minor and limited modifications" and "total volume of insulating material" which it felt could help to prevent different interpretations and unfair competition (see annex III). Denmark and Portugal voted against the proposal but it was recalled that three votes against were required to reject a proposal for the ATP Handbook.

86. Comment 3 on the rounding up of K values was not adopted.

E. Registered or recorded

Document: ECE/TRANS/WP.11/2015/14 (Belgium)

87. WP.11 agreed to Belgium's proposal to insert a comment after annex 1, appendix 1, paragraph 1 in the ATP Handbook clarifying the scope of the words "of the country in which the equipment is registered or recorded" (see annex III).

VIII. Scope of ATP (agenda item 7)

A. Multilateral agreements

Informal document: INF.7 (Secretariat)

88. At the request of WP.11, the secretariat had written to Ministers of Foreign Affairs of ATP contracting parties in December 2014 requesting the contact details of the authority in the country competent to sign any future multilateral agreements.

89. To date, replies to that letter had been received from Austria, Belgium, Bulgaria, Czech Republic, Denmark, France, Georgia, Germany, Ireland, Italy, Luxembourg, Monaco, Serbia, Ukraine, United States and Uzbekistan.

90. Other ATP contracting parties were invited to respond to that letter if they wished to be able to benefit from multilateral agreements.

B. Draft road map

Document: ECE/TRANS/WP.11/2015/9 (Euromed)

Informal document: INF.4 (EuroMed)

91. WP.11 welcomed the draft road map prepared by the EU-funded EuroMed Regional Transport Project "Road, Rail and Urban Transport" with inputs from the secretariat presenting the main steps to be taken by countries that wished to accede and fully implement the ATP.

92. It was mentioned that it was difficult for all ATP contracting parties to have a testing station and that testing stations were not necessarily profitable. The representative of EuroMed said that step 4 on the establishment of a testing station had been drafted on the assumption that EuroMed countries would also use the ATP for domestic transport.

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

93. WP.11 recalled the following information it had received from Transfrigoroute International in Informal document INF.15. The F Gas regulation 517/2014 was now well established but there were still many open questions to be addressed. Training standards for technicians in the transport sector had only just been published and had yet to be ratified. There was some concern that these standards might not be applied across all EU member States leading to distortion of competition. There was also some concern that the phase down targets set might not be met if the industry continued to use existing high global warming potential (GWP) refrigerants. Over the past year one major equipment manufacturer had introduced R 452a which halved the GWP of the commonly used R404A. It would appear that other manufacturers would follow suit. Whether the transport industry would move from class A1 to A2L mildly flammable refrigerants was still very much debatable.

94. The representative of the United States offered to send the members of WP.11 information on related work by the state of California and the Federal Environmental Protection Agency.

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

Document: ECE/TRANS/WP.11/2015/3 (Secretariat)

95. WP.11 adopted its draft programme of work for 2016-2017 (see annex IV) changing "preservation of the quality of perishable foodstuffs" to "preservation of perishable foodstuffs" in the first indent.

96. WP.11 adopted its proposed evaluation for the 2016-2017 biennium without the deletion of the words "non-editorial amendment" as proposed by the secretariat in the first indicator of achievement and increasing the baseline to 21 (to take account of the reply to the questionnaire from Morocco) and the target to 24 for the third indicator of achievement (see annex V).

97. WP.11 adopted its draft work plan for 2016-2020 (see annex VI) with modifications of the following points:

- (c) delete "by the European Committee for Standardization (CEN)" and in the expected output, delete "CEN";
- (g) replace "the European Union" by "regional economic integration organizations" twice;
- (i) delete "and reducing losses of foodstuffs in developing countries due to inappropriate transport conditions";
- (j) replace by "Consideration of the introduction of a definition of perishable foodstuffs in the ATP Handbook" and replace the expected output by "Consensus on a definition";
- (o) replace by "Consideration of the possibility of extending the monitoring of air temperature to the carriage of chilled foodstuffs";
- (s) replace by "Consideration of a possible revision of the decision-making procedures. Priority: 1 Output expected by the end of 2016: Consensus on the need to revise the decision-making procedures."

XI. Election of officers (agenda item 10)

98. 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 seventy-second session in 2016. WP.11 thanked the officers and the secretariat for their work and Mr. de Putter for assuming the role of Chairman on 8 and 9 October.

XII. Other business (agenda item 11)

A. Dates of the seventy-second session

99. WP.11 was informed that the dates of 4-7 October 2016 had been reserved for the seventy-second session of WP.11. The deadline for submission of documents is 1 July 2016.

B. Secretary

100. WP.11 was informed that Mr. Smith had reached the United Nation's mandatory retirement age and would be retiring in November 2015 and that this would be his last session as Secretary of WP.11. Mr. Smith had joined the UNECE Transport Division in 1997. He had first dealt with road safety before joining the section on the transport of dangerous goods and special cargoes in 2007. The WP.11 thanked him for his contribution to the work of WP.11 and wished him a long and happy retirement.

C. Other issues

101. The representative of the United States said that he would keep WP.11 informed when the regulations are issued for the Sanitary Food Transportation Act in the United States.

XIII. Adoption of the report (agenda item 12)

102. WP.11 adopted the report on its seventy-first session on the basis of a draft prepared by the secretariat.

Annex I

Proposed amendments to the ATP

1. Annex 1, appendix 2, paragraph 1.2

Add the following text at the end:

"For calculating the mean surface area of the body of a panel van, the test station appointed by the competent authority shall select from one of the following three methods.

Method A. The manufacturer shall provide drawings and calculations of the inside and outside surfaces.

The surface areas S_e and S_i are determined taking into consideration the projected surface areas of specific design features of the irregularities of its surface such as curves, corrugations, wheel boxes, etc.

Method B. The manufacturer shall provide drawings and the test station appointed by the competent authority shall use the calculations according to the schemes¹ and formulae below.

$$S_i = (((WI \times LI) + (WI \times LI) + (W_i \times W_i)) \times 2)$$

$$S_e = (((WE \times LE) + (WE \times LE) + (W_e \times W_e)) \times 2)$$

Where:

WI is the Y axis of the internal surface area

LI is the X axis of the internal surface area

W_i is the Z axis of the internal surface area

WE is the Y axis of the external surface area

LE is the X axis of the external surface area

W_e is the Z axis of the external surface area

Using the most appropriate formula for the Y axis of the internal surface area

$$WI = (WIa \times a + WIb \times (b + c/2) + WIc \times c/2) / (a + b + c)$$

$$WI = (WIa \times a/2 + WIb (a/2 + b/2) + WIc (b/2)) / (a + b)$$

$$WI = ((WIb \times b) + (WIb \times c) - ((WIb - WIc) \times c) + (2 \times ((WIb - WIa) \times a))) / (a + b + c)$$

Where:

WIa is the internal width at the floor or between the wheel arches

WIb is the internal width at the height of the vertical edge from the floor or above the wheel arches.

WIc is the internal width along the roof

a is the height of the vertical edge from the floor

¹ The relevant figures can be found in the ATP Handbook at the following link:
http://www.unece.org/trans/main/wp11/atp_handbook.html

b is either the height between the bottom of the vertical edge and the roof or between the top of the wheel arch and the top of the vertical edge from the floor.

c is the height between the roof and point b

Along with the two formulae for the X and Z axes of the internal surface:

$$LI = ((LIa \times a) + (LIb + LIc) / 2 \times b + (LIc \times c)) / (a + b + c)$$

Where:

LIa is the internal length along the floor

LIb is the internal length above the wheel arches

LIc is the internal length along the roof

a is the height between LIa and LIb

b is the height between LIb and LIc

c is the height between LIc and the roof

$$Wi = (Wi \text{ back} + Wi \text{ front}) / 2$$

Where:

Wi back is the width at the bulkhead

Wi front is the width at the door end

The external surface area is calculated using the formulae below

$$WE = WI + \text{declared mean thickness}$$

$$LE = LI + \text{declared mean thickness}$$

$$We = Wi + \text{declared mean thickness}$$

Method C. If neither of the above is acceptable to the experts, the internal surface shall be measured according to the figures and formulae in method B.

The K value shall then be calculated based on the internal surface area, taking the insulation thickness as nil. From this K value, the average insulation thickness is calculated from the assumption that λ for the insulation has a value of 0.025 W/m·K.

$$d = S_i \times \Delta T \times \lambda / W$$

Once the thickness of the insulation has been estimated, the external surface area is calculated and the mean surface area is determined. The final K value is derived from successive iteration."

2. Annex 1, appendix 2, model test report No. 1A

Insert the following text after "Usable internal volume of body.....m³":

"Method used ^{1,3} Figures used ^{1,3}"

3. Annex 1, appendix 2, paragraph 6.2

After the title "Mechanically refrigerated equipment", insert a subtitle to read "Independent equipment".

4. Annex 1, appendix 2, paragraph 6.2

Before "6.3 Heated equipment", insert the following text:

"(iii) Non-independent equipment, the refrigeration unit of which is powered by the engine of the vehicle

It shall be verified that, when the outside temperature is not lower than 15° C, the inside temperature of the empty equipment can be maintained at the class temperature, after cool-down and stabilization, when the engine is running at the idle speed set by the manufacturer (where applicable), for a minimum period of one hour and thirty minutes.

If the results are satisfactory, the equipment may be kept in service as mechanically refrigerated equipment in its initial class for a further period of not more than three years.

(iv) Transitional provisions for non-independent equipment in service:

For equipment constructed prior to (date of entry into force of the present proposal to be added) this provision need not be applied. In this case the equipment shall comply with the requirements of (i) or (ii) of this paragraph as applicable for the date of construction."

5. Annex 1, appendix 2, model test report 10

Insert the following text after "(d) Remarks.....":

"According to the above test results, this report shall be valid as a certificate of type approval within the meaning of ATP Annex 1, Appendix 1, paragraph 6 (a) only for a period of not more than six years, that is until:"

6. Annex 1, appendix 2, 6.4, last paragraph

Replace "The final reading should be from ..." by "The final reading shall be from"

Annex II

Corrections to the ATP

1. Annex 1, appendix 1, paragraph 1 (b)

For (b) periodically, at least once every six years *Read* (b) periodically, at least once every six years; and (English only)

2. Annex 1, appendix 2, Model test report No. 3

For approved testing station expert (name and address) *Read* approved testing station/expert (name and address)

3. Annex 1, appendix 3A, Model certificate of compliance, footnote 10

For paragraph 3.2.7 *Read* paragraph 3.2

4. Annex 2, appendix 1, title

For MONITORING OF AIR TEMPERATURE FOR TRANSPORT OF PERISHABLE FOODSTUFFS QUICK-FROZEN *Read* MONITORING OF AIR TEMPERATURE FOR TRANSPORT OF QUICK-FROZEN PERISHABLE FOODSTUFFS

5. Annex 2, appendix 1, second paragraph

The correction of the title of standard EN 13486 is not applicable to the English version. In the Russian version, the title of standard EN 13486 should read as follows:

"Прибор проверяется уполномоченной организацией в соответствии со стандартом EN 13486 (Термографы и термометры для транспортировки, хранения и распределения охлажденных, замороженных и глубокой заморозки продуктов питания и мороженого – Периодические поверкаи).".

6. Annex 2, appendix 1, third paragraph

Not applicable to the English version

7. Annex 2, appendix 1, third paragraph

The correction of the title of standard EN 12830 is not applicable to the English version. In the Russian version, the title of standard EN 12830 should read as follows:

"Прибор должен соответствовать стандарту EN 12830 Регистраторы температурные для транспортировки, хранения и распределения охлажденных, замороженных, глубокомороженных/быстрозамороженных пищевых продуктов и мороженого – Испытания, эксплуатационные характеристики и пригодность к применению).".

Annex III

Additions to the ATP Handbook

1. Add the illustrations on the three methods of measuring the external surface area of panel vans to the ATP Handbook (they are not added in the present report because of their volume).

(ECE/TRANS/WP.11/233, para. 81)

2. Add the following new comments to annex 1, appendix 1, paragraph 6 (c) (i) of the ATP Handbook:

"Comment 1:

Minor and limited modifications in this context mean added accessories like load securing rails, wheel arches, lamps etc. which reduce locally the amount and thickness of the insulating material compared to the reference equipment. Reducing the insulating thickness overall, like a whole wall or door, shall not be regarded as minor and limited modifications.

Comment 2:

The total volume of the insulating material shall be calculated by the test station and stated on the test report as the "total reference volume of the insulating material". It shall be the outside volume of the insulated body from which the thicknesses of the outside surface materials are subtracted minus the inside volume of the insulated body to which the thicknesses of inside surface materials are added.

If the inside surface area of the serially produced equipment differs from the reference equipment by not more than 20%, the total volume of the insulating material, from which the 1/100th is calculated, shall be corrected by the same percentage."

(ECE/TRANS/WP.11/233, paras. 85-86)

3. Add the following comment under annex 1, appendix 1, paragraph 1 in the ATP Handbook:

"Comment

This provision therefore means that the check must be carried out at a testing station designated or approved by the competent authority of the country in which the equipment is registered. If the equipment cannot be registered, the check shall be carried out in the country where the equipment is recorded.

Accordingly, the word 'or' does not signify a choice. It means that if the equipment is such that it cannot be registered (e.g. a container), then it must be recorded in the country where the owner of the equipment is based.

This comment applies also to the other provisions containing the words 'registered or recorded'."

(ECE/TRANS/WP.11/233, para. 87)

Annex IV

Draft programme of work for the 2016–2017 biennium

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 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 and standards on the transport of perishable foodstuffs developed in other fora;</p> <p>Main actions by the Sustainable 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 (paper and internet) and ATP Handbook (internet only); - 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): seventy-second session (4-7 October 2016), seventy-third session (dates to be decided in 2017) (16 meetings).

Reports of the annual sessions of WP.11 (2); Series of documents concerning, *inter alia*, the following subjects: 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, biennial evaluation and work plan (2).

(b) *Publications and other information material*

12.2 2016-2017 issue of the publication of the ATP (1);

12.3 Updates of the ATP Handbook on the Sustainable Transport Division website.

(c) *Technical cooperation*

12.4 Activities, including possible workshops, aimed at enhancing implementation of the ATP, promoting accession by countries in and outside the UNECE 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

Proposed evaluation for the 2016-2017 biennium

<i>Cluster</i>	<i>Expected accomplishments</i>	<i>Indicators of achievement</i>
Transport of perishable foodstuffs	Enhanced and updated international requirements for the transport of perishable foodstuffs	<p>(a) Percentage of total of non-editorial amendment proposals adopted by WP.11</p> <p>Performance measures: Baseline: 2014-2015: 50% Target: 2016-2017: 60%</p> <p>(b) Total number of Contracting Parties to the ATP</p> <p>Performance measures: Baseline: 2014-2015: 49 Target: 2016-2017: 51</p> <p>(c) Number of countries replying to the questionnaire on the implementation of the ATP</p> <p>Performance measures: Baseline: 2014-2015: 21 Target: 2016-2017: 24</p>

Annex VI

Draft work plan for 2016-2020

Programme activity 02.11: 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 under the ATP Agreement and updating of the Agreement in order to keep it in line with technological and ecological developments, taking into account safety and quality standards.

Work to be undertaken:

Continuing activities

(a) Consideration of amendment proposals to ensure the ATP is updated in line with technical progress as necessary. Priority: 1

Output expected by the end of 2017: Entry into force of amendments to the annexes to ATP and issuance of the consolidated text of ATP as a United Nations sales publication.

(b) Exchange of information on the implementation of ATP in accordance with article 6. Priority: 1

Output expected by the end of 2016: Increased number of replies to the questionnaire on the implementation of ATP.

(c) Keeping informed of progress made in the development of standards dealing with the same issues covered by ATP. Priority: 2

Output expected by the end of 2016: Understanding the impact of the new standards on the ATP and how they could benefit the ATP.

(d) Consideration of developments in new refrigerants and insulating materials used for the carriage of perishable foodstuffs. Priority: 2

Output expected by the end of 2018: Contribution to the exchange of information on ways to reduce the environmental impact of ATP equipment.

(e) Consideration of the work of the IIR sub-commission on refrigerated transport. Priority: 1

Output expected by the end of 2016: Support for the work done by the IIR sub-commission and benefitting from its prior consideration of technical proposals transmitted to WP.11.

(f) Updating of the ATP Handbook Priority: 1

Output expected by the end of 2016: Ensure the regular updating of the ATP Handbook with the aim of aiding interpretation, harmonization and application of the ATP.

(g) Cooperation with regional economic integration organizations on issues relating to ATP Priority: 2

Output expected by the end of 2017: To develop contacts with regional economic integration organizations in areas relating to ATP.

(h) Review of activities on the transport of perishable foodstuffs Priority: 2

Output expected by the end of 2016: Use of the biennial evaluation to identify areas for improvement in the work of WP.11.

(i) Promotion of ATP in countries not yet Contracting Parties in and outside the UNECE region with a view to promoting international safe trade in perishable foodstuffs. Priority: 2

Output expected by the end of 2016: Raising awareness of the benefits of ATP and attracting new Contracting Parties.

Activities of a limited duration

(j) Consideration of the introduction of a definition of perishable foodstuffs in the ATP Handbook Priority: 1

Output expected by the end of 2016: Consensus on a definition.

(k) Consideration of amendment proposals relating to multi-compartment multi temperature equipment Priority: 1

Output expected by the end of 2016: Adoption of a testing procedure and distinguishing marks for in-service multi-compartment multi-temperature equipment.

(l) Revision of annex 1, appendix 1 of the ATP with a view to improving its logic and clarifying its provisions Priority: 1

Output expected by the end of 2018: Agreement on the revision of annex 1 appendix 1.

(m) Exclusion of curtain-sided bodies under the ATP Priority: 1

Output expected by the end of 2016: Entry into force of provisions banning such equipment and of the transitional measures to phase them out.

(n) Discussion regarding the K values specified in the ATP for in-service equipment and the influence of ageing on K values Priority: 2

Output expected by the end of 2018: Consensus on whether a compromise is possible between the different positions on this subject.

(o) Consideration of the possibility of extending the monitoring of air temperature to the carriage of chilled foodstuffs Priority: 1

Output expected by the end of 2016: Possible consensus on the proposal.

(p) Consideration of proposals relating to the testing of equipment and appliances including in-service non autonomous equipment, equipment used for both cooling and heating and thermal appliances working on liquefied gas Priority: 1

Output expected by the end of 2017: Entry into force of amendments to the ATP.

(q) Consideration of the revision of the class temperatures of ATP equipment taking into account other standards and regulations on foodstuffs Priority: 2

Output expected by the end of 2016: Possible adoption of new temperatures.

(r) Consideration of ways to measure the external surface area of panel vans with the aim of standardizing the testing of their K values Priority: 1

Output expected by the end of 2017: Entry into force of an amendment to the ATP.

(s) Consideration of a possible revision of the decision making procedures of WP.11 Priority: 1

Output expected by the end of 2016: Consensus on the need to revise the decision-making procedures.
