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INLAND TRANSPORT COMMITTEE

Working Party on the Transport  
of Perishable Foodstuffs

REPORT OF THE WORKING PARTY ON ITS FIFTIETH SESSION

(14-17 November 1994)

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#### ATTENDANCE

1. The following ECE member States were represented: Belgium; Czech Republic; Denmark; Finland; France; Germany; Hungary; Ireland; Italy; Latvia; Netherlands; Norway; Poland; Russian Federation; Slovakia; Spain; Sweden; United Kingdom of Great Britain and Northern Ireland; United States of America. At the invitation of the secretariat, South Africa was represented. The governmental organization International Institute of Refrigeration (IIR), and the following non-governmental organizations: International Air Transport Association (IATA), Intercontainer-Interfrigo and Transfrigoroute International, also took part in the meeting.

#### ADOPTION OF THE AGENDA

2. The provisional agenda (TRANS/WP.11/189) was adopted.

#### ELECTION OF OFFICERS

3. Mr. M. de CLIPPEL (Belgium) was elected Chairman and Mr. M. EILSOE (Denmark) was elected Vice-Chairman.

#### DISCUSSIONS OF THE INLAND TRANSPORT COMMITTEE AFFECTING THE WORK OF THE WORKING PARTY

Document: ECE/TRANS/103, paragraphs 149-155

4. The Working Party took note of the passages of the report of the fifty-sixth session of the Inland Transport Committee concerning its activities (ECE/TRANS/103, paras. 149-155).

5. It noted with satisfaction that the Inland Transport Committee had at its last session adopted resolution No. 243 concerning the improving of the traffic flow of ATP vehicles for the transport of foodstuffs covered by ATP.

#### ACTIVITIES OF THE OTHER ECE SUBSIDIARY BODIES AND OF OTHER INTERNATIONAL ORGANIZATIONS DEALING WITH PROBLEMS OF INTEREST TO THE WORKING PARTY ON THE TRANSPORT OF PERISHABLE FOODSTUFFS

6. A member of the secretariat gave a demonstration to the Working Party of the possibilities of data exchange by electronic mail. Documents could thus be sent to the secretariat by any equipment which included a computer and a modem.

7. The Working Party was also informed of the possibility of transferring or consulting some documents of the Economic Commission for Europe, some of which concerned ATP, by electronic mail.

8. The representative of IIR reported on the Institute's activities, in particular with reference to testing of vehicles in service with eutectic plates, air/surface containers, testing of multi-compartment equipment and dissemination of the list of reference test reports considered as "type approval certificates".

Activities of the Working Party on Standardization of Perishable Produce and Quality Development (WP.1)

9. The Working Party (WP.11) was informed of the activities of the Working Party on Standardization of Perishable Produce and Quality Development (WP.1), particularly in relation to the work under way concerning the possible expansion of the scope of ATP to include fresh fruit and vegetables. The Working Party (WP.1) had considered that, given the wide variety of fruit and vegetables, and their often highly perishable state, and the variable temperature and humidity requirements which such a measure would require, ATP should not cover the transport of fresh fruit and vegetables.

10. The Working Party (WP.1) in light of its experience and expertise in the commercial quality aspects of standardization of perishable produce, was invited to propose alternatives to including temperatures for fresh fruit and vegetables in ATP. The Working Party (WP.11) was informed that this issue could be given preliminary consideration by the Meeting of Experts on Co-ordination of Standardization of Fresh Fruit and Vegetables in May 1995. The conclusions of the Meeting of Experts could then be submitted to the fifty-first session of the Working Party (WP.1) in November of 1995.

11. In response to a question from the delegate of the Russian Federation concerning the importance of transport between the point of production and the receiving market, the secretariat said that the precautions taken in transporting perishable fresh fruit and vegetables over long distances were the key to ensuring the quality of produce arriving at the retail market. Several approaches might be taken in order to accurately inform growers, packers, transporters and receivers of the temperature and humidity requirements of individual commodities. Among possible approaches on a practical level would be technical fact sheets, labelling and packaging instructions and training for produce handlers (see also paras. 41-47 of this report).

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

(a) Information on the status of application of the Agreement

12. The Working Party asked the secretariat to contact CIS countries which were not members of ATP to ascertain to what extent they would be interested in becoming Contracting Parties to the Agreement.

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

Document: TRANS/WP.11/R.47

13. The Working Party took note of document TRANS/WP.11/R.47 and invited delegations to bring the addresses for their respective countries up to date.

14. The Chairman requested delegations to transmit to the secretariat all changes concerning test stations so that those changes could be sent to the Contracting Parties between sessions of the Working Party.

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

15. The secretariat said that the proposed amendments submitted by France to Annex 1 of the Agreement (C.N.450.1993.TREATIES-3) would enter into force on 30 December 1994 (C.N.195.1994.TREATIES-2).

16. The secretariat also informed the Working Party that Italy had withdrawn its objection concerning paragraphs 6, 8, 10 and 18 of Annex 1, Appendix 2, to ATP. New proposed amendments by Italy concerning those paragraphs had been sent to the depositary.

17. The Working Party adopted the proposal by Germany to replace the reference to the standard "DIN 4796" by "DIN 4796E" (TRANS/WP.11/188, Annex 5).

18. Several delegations expressed the hope that ATP would refer to the most recent standards and it was agreed that delegations would send the secretariat information on the standards in force; that information should appear under a separate agenda item.

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

(a) Annex 2, Appendix 1, to ATP

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

Document: TRANS/WP.11/188, paragraphs 35-46

19. At its last session, the Working Party had adopted an Appendix 1 to Annex 2 of ATP (Monitoring of air temperatures for transport of perishable quick-frozen foodstuffs). This Appendix was submitted to the Depositary by the United Kingdom, since the secretariat had not received any objection concerning it.

20. The representative of France informed the Working Party that France had thus far approved a dozen or so temperature recorders conforming to European standard E18150. The representatives of France and the United Kingdom also noted that CEN/CENELEC was working on a draft European standard based on standard E18150.

21. The Working Party decided to keep this question on the agenda of its next session.

(b) Annex 2, Appendix 2 to ATP

Procedure for the sampling and measurement of temperature for carriage of chilled, frozen and quick-frozen perishable foodstuffs

Documents: TRANS/WP.11/188, paragraphs 47-50  
TRANS/WP.11/R.43

22. Since the secretariat had not received any objections concerning this Appendix, it was submitted to the Depositary by the United Kingdom (Procedure for the sampling and measurement of temperature for carriage of chilled, frozen and quick-frozen perishable foodstuffs) (TRANS/WP.11/188, annex 4).

23. The representative of France said that in future it would be necessary to resolve the problem raised by the fact that Appendix 2 which, *inter alia*, dealt with chilled foodstuffs, was part of Annex 2 (ATP), which concerned only frozen and quick-frozen foodstuffs.

24. The Chairman said that the wording of Appendix 2 was made necessary by the adoption of paragraph (2) of annex 2 of document TRANS/WP.11/188 at the Working Party's preceding session.

25. The Working Party decided to come back to this question at its next session.

(c) Annex 3 to ATP

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

Document: TRANS/WP.11/188, paragraphs 32-34 and annex 1

26. The Working Party was informed that the draft Annex 3 to ATP (Selection of equipment and temperature conditions to be observed for the carriage of chilled foodstuffs), which had been adopted at the last session (TRANS/WP.11/188, annex 1), had been submitted by Germany. The United Kingdom submitted an objection to the Depositary concerning this Annex.

27. The representative of the United Kingdom considered it unwise to have a fall-back temperature of + 6° C for Group III, as that Group included a wide range of food products. That temperature would not necessarily safeguard the microbiological safety of the product without account being taken of its composition and shelf-life. That complex area was soon to be reviewed in the European Union, and any amendment of Annex 3 at the current time would not be appropriate. The United Kingdom would prefer the matter to be deferred.

28. After a lengthy discussion, the Working Party reached a consensus, which appears in annex 1 to this report.

29. The Working Party decided to keep this question on the agenda of its next session.

(d) Procedure for the revision of ATP

Document: TRANS/WP.11/188, paragraphs 103-106

30. The Working Party was informed that the secretariat had received no objections concerning the draft amendment to article 18 of ATP (TRANS/WP.11/188, annex 7), and that that text had therefore been submitted to the Depositary by France.

31. Several speakers expressed the hope that the procedure for the revision of ATP would become more flexible and be brought more into line with that for other international agreements such as ADR.

32. The representative of the United States of America expressed the hope that any new proposal for amending ATP would take into account a cost/benefit analysis. He also said that his country was opposed to any rule which would introduce the majority vote for procedures for amendments to ATP.

33. The Working Party decided to keep this question on the agenda of its next session.

(e) Miscellaneous proposals

Document: TRANS/WP.11/188, paragraphs 54-57

34. At its preceding session, the Working Party had requested IIR to be able to define the test conditions for refrigerating equipment fitted with eutectic accumulators, in order to prepare an ATP test procedure for such equipment in service.

35. IIR considered that no satisfactory test method had been demonstrated other than that of the full tunnel test at + 30° C and noted that refrigerating vehicles with eutectic accumulators were not generally used for international transport.

36. Several speakers raised the problem of the reproducibility of the tests and the influence of climatic conditions on their results.

37. The Working Party requested IIR to carry out further research on this question, which remained on the agenda.

DEFINITION OF "CONTAINER" FOR THE PURPOSES OF ATP

Document: TRANS/WP.11/188, paragraphs 58-66

38. Several speakers stressed the need for a definition of "container" for the purposes of ATP.

39. After a lengthy discussion on whether or not it was advisable to refer to ISO standard 1496-2 of 1988, the Working Party decided to resolve the question by an amendment to article 5 of ATP, to read as follows:



"The provisions of this Agreement shall not apply to carriage in containers classified as thermal maritime by land without transloading of the goods where such carriage is preceded or followed by a sea crossing other than a sea crossing as referred to in article 3, paragraph 2, of this Agreement."

40. Since this amendment concerned the body of the Agreement itself, the Working Party requested delegations to submit any comments on this subject before the next session.

#### SCOPE OF ATP

Documents: TRANS/WP.11/188, paragraphs 67-71  
TRANS/WP.11/R.31  
TRANS/WP.11/R.33  
TRANS/WP.11/R.48

41. The representative of the Russian Federation recalled his position concerning the need to extend the scope of ATP to include fresh fruit and vegetables.

42. He also mentioned the fact that the preamble to ATP referred to "improving the conditions of preservation of the quality of perishable foodstuffs during their carriage, particularly in international trade".

43. The representative of Germany said that health risks for the transport of fresh fruit and vegetables were negligible and that the extension of ATP to include those products was therefore not justified.

44. The representative of the Netherlands said that the multiplication of conditions and requirements should be avoided. In the case of the transport of fresh fruit and vegetables, in view of the great diversity, inter alia, of these products, temperatures should remain the domain of the consignor and the consignee.

45. Several speakers expressed reservations about extending ATP to include fresh fruit and vegetables.

46. The Working Party's attention was drawn to the existence of "UN/ECE Standards for Fresh Fruit and Vegetables, recommended by the Working Party on Standardization of Perishable Produce and Quality Development of the Economic Commission for Europe" (ECE/AGRI/55/Rev.2). These standards do not, however, give indications of temperature requirements for the transport of fruit and vegetables.

47. The Working Party decided to keep this question on the agenda of its next session (see also paras. 9-11 of this report).

TRANSPORT OF PERISHABLE FOODSTUFFS BY ROAD/AIR

Documents: TRANS/WP.11/188, paragraphs 72-76  
TRANS/WP.11/R.40  
TRANS/WP.11/R.51

48. The Working Party expressed its concern about problems relating to the applicability of ATP to air containers during overland legs.

49. The representative of the United States submitted two documents: "Principles of cargo handling and perishable cargo handling guide" (second edition, 1 September 1992, IATA) and "Guidelines for the air shipment of fresh fish and seafood" (second edition, Air Transport Association of America - ATA and the National Fisheries Institute).

50. He expressed the hope that existing packagings with refrigerants could be recognized by the Working Party as adequate for protecting perishable products.

51. The representative of IATA submitted a note on his organization's position concerning the transport of perishable foodstuffs and stressed that the packagings and containers used were certified in accordance with very strict standards which took account of health, safety and product quality requirements.

52. The representative of IIR submitted the results of the work carried out by an Institute group.

53. It emerged from its conclusions that to facilitate transport outside the airport: "The air/surface container should be:

- either in a normal ATP insulated class, equipped with either a removable (dependent or independent) or non-removable, dependent thermal appliance (IN-X);
- or a metal container (for luggage), the inner walls of which (i.e., sides, top, floor and door) have an added removable insulation, and which has either a removable (dependent or independent) or non-removable, dependent thermal appliance (IN-X).

In both of the above cases, the K coefficient measured in a tunnel under ATP test procedures must enable this type of equipment to be accepted in the category of 'Normally Insulated Equipment'."

54. The representative of France noted that the work done by IIR had made it possible to prepare a list of some 20 "considerations" which included the IATA recommendations that had been distributed at the meeting, and the different techniques currently used.

55. The aim was to promote the development of bimodal transport of perishable foodstuffs and, in particular, to reduce the problems caused by breaking the cold chain at the end of the air transport, during overland transport on leaving the airport.

56. He stressed that, if air companies so wished, ATP enabled them to classify adapted equipment allowing them to make the most of the weight/dimensions/thermal performance criteria which they would have defined on the basis of their development strategies. The minimum classification for containers could therefore be INX for containers (for luggage) with removable insulation (added to the interior) and including a simplified dependent thermal appliance (to maintain the temperature for a period of less than 12 hours).

57. The representative of France expressed the hope that a resolution would be adopted on the basis of document TRANS/WP.11/R.51, so as to help the competent authorities and professionals to understand the X classification (removable and/or dependent) which ATP made possible.

#### STATISTICS CONCERNING ATP

Documents: TRANS/WP.11/188, paragraphs 77-84  
TRANS/WP.6/R.54

58. A member of the secretariat submitted a questionnaire concerning the equipment used for the transport of perishable foodstuffs (TRANS/WP.6/R.54). A circular letter accompanying the questionnaire had been sent to the test stations or the competent authorities.

59. Only four countries had as yet replied to the questionnaire.

60. The representative of France considered that the competent authorities were a more appropriate source than the test stations for such statistics, the collection of which would take considerable time. Initially, statistics would be collected for newly approved equipment only.

61. Several speakers expressed their interest in this pilot questionnaire and the hope that the Working Party would be kept informed of subsequent developments.

62. The Working Party decided to keep this question on its agenda and asked the representatives of the competent authorities present to reply as soon as possible to the pilot questionnaire which had been distributed to them during the session.

#### FACILITATION OF TRANSPORT OF PERISHABLE FOODSTUFFS

Document: TRANS/WP.11/188, paragraphs 85-89

63. The representative of Transfrigoroute International welcomed the fact that the Inland Transport Committee had adopted resolution No. 243 on "Improving of the traffic flow of ATP vehicles for the transport of perishable foodstuffs" (see annex 2).

64. Several delegations considered that the question of facilitation should remain on the programme of work thus allowing the Working Party to be informed about obstacles to the transport of perishable foodstuffs and to seek ways of removing them.

65. The Working Party decided to keep this question on the agenda of its next session.

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

Documents: TRANS/WP.11/188, paragraphs 95-97  
TRANS/WP.11/R.46  
TRANS/WP.11/R.49

66. The representative of France introduced amendments to document TRANS/WP.11/R.46, to take account of the comment by IIR recommending that the number and the cost of tests should be reduced. He pointed out that improvements had already been made to the original document and would be included in a consolidated document to be distributed by the secretariat.

67. The representative of Transfrigoroute International said that the proposed procedures were not satisfactory for all types of vehicle and also mentioned some technical difficulties.

68. Several speakers congratulated the representative of France on the work done, but said that it would be as well to wait until several tests had been carried out in order to find the best procedure suited to all test stations.

69. The representative of the Russian Federation supported the document submitted by France and informed the Working Party that his country was carrying out research on two-compartment wagons.

70. The Working Party requested the representative of France to submit, on the basis of consolidated document TRANS/WP.11/R.46 and the proposals of other delegations, a new document in two separate parts, one containing justifications and the other pertinent proposed amendments to ATP.

71. The Working Party decided to keep this question on the agenda and invited delegations to send in contributions on the subject before the next session.

#### REFRIGERANTS

Documents: TRANS/WP.11/188, paragraphs 98-101  
TRANS/WP.11/R.40

72. The Working Party engaged in an extensive exchange of information on new developments in this field. Different views were expressed on whether additional activities were necessary with regard to new refrigerants and insulating materials and on their possible consequences for the environment.

73. The representative of Transfrigoroute International said that there was as yet little information on changes in the thermal conductivity of new insulating foams with the passage of time.

74. The Working Party decided to keep this question on the agenda and invited delegations to send in contributions on the subject before the next session.

## KIT BODIES

Documents: TRANS/WP.11/188, paragraphs 98-101  
TRANS/WP.11/R.40

75. The representative of Denmark stressed that it was not necessary to require a test after the assembly of a body sold as a kit as mentioned in paragraph 6 (c) of document TRANS/WP.11/R.40.

76. The representative of IIR accepted this amendment.

77. The representatives of Italy and the United Kingdom considered that the kit assembler should be responsible.

78. The Working Party decided to keep this question on the agenda and to ascertain whether the issue of responsibility had already been raised within WP.29. It also invited Transfigoroute International to prepare a note on the definition of kit bodies.

PROCESS OF THE INTEGRATION IN EUROPE AND THEIR POSSIBLE EFFECT ON THE APPLICATION OF ATP AMONG PARTIES TO THE AMENDMENT

Document: TRANS/WP.11/188, paragraphs 92-94

79. Speaking on behalf of the European Union and its member States, the representative of Germany said that there were no new developments concerning this item and that the Presidency of the Union would, if necessary, encourage the European Commission to take part in the next session of the Working Party.

80. The Working Party decided to keep this item on its agenda.

## OTHER BUSINESS

81. The Working Party's attention was drawn to document TRANS/WP.11/R.52 submitted by IIR concerning the dissemination of the list of reference test reports considered to be "type-approval certificates".

Article 10, paragraph 1 of ATP

82. Speaking on behalf of the European Union and its member States, the representative of Germany said that it had not been possible to submit the proposed amendment concerning article 10, paragraph 1, of ATP (see TRANS/WP.11/186, para. 18), adopted at the forty-eighth session of the Working Party, to the Depositary.

83. He considered that the question should be reconsidered at the next session of the Working Party.

84. The Working Party decided to include this question on its agenda.

Local transport of perishable foodstuffs in relation to ATP

85. The Working Party decided to include the question of local transport of perishable foodstuffs in relation to ATP in the agenda of its next session.

PROGRAMME OF WORK FOR 1994-1998

86. The Working Party adopted its programme of work as reproduced in the annex to this report.

DATE OF THE NEXT SESSION

87. The Working Party was informed that its fifty-first session had provisionally been scheduled for 13 to 16 November 1995.

ELECTION OF OFFICERS FOR THE NEXT SESSION

88. The Working Party elected Mr. de Clippel (Belgium) and Mr. Eilsoe (Denmark) respectively Chairman and Vice-Chairman of the next session.

DISTRIBUTION OF DOCUMENTS

89. The Working Party decided that it was unnecessary to extend the period of one year during which documents submitted to the current session were subject to restricted distribution.

ADOPTION OF THE REPORT

90. The Working Party adopted the report of its fiftieth session, together with its annexes.

Annex 1

"Annex 3 to ATP

SELECTION OF EQUIPMENT AND TEMPERATURE CONDITIONS TO BE OBSERVED  
FOR THE CARRIAGE OF CHILLED FOODSTUFFS

1. For the carriage of the following chilled foodstuffs, the transport equipment has to be selected and used in such a way that during carriage the highest temperature of the foodstuffs at any point of the load does not exceed the indicated temperature. If, however, one should proceed to the verification of the temperature of the foodstuff, this shall be done according to the procedure laid down in Appendix 2 to Annex 2 to this Agreement.
2. Accordingly, the temperature of the foodstuffs at any point in the load must not exceed the temperature as indicated below on loading, during carriage and on unloading.
3. Where it is necessary to open the equipment, e.g. to carry out inspections, it is essential to ensure that the foodstuffs are not exposed to procedures or conditions contrary to the objectives of this Annex and those of the International Convention on the Harmonization of Frontier Controls of Goods.
4. The temperature control of foodstuffs specified in this Annex should be such as not to cause freezing at any point of the load.

	<u>Maximum temperature</u>
I. Red meat and large game (other than red offal)	+7° C
II. Pasteurized milk	+6° C
III. Meat products <u>1/</u> , fresh dairy products (yoghurt, kefir, cream and fresh cheese <u>2/</u> ), ready cooked foodstuffs (meat, fish, vegetables), ready to eat prepared raw vegetables and vegetable products <u>3/</u> and fish products <u>1/</u> not listed below	temperature indicated on the label or on transport documents or +6° C *
IV. Raw milk <u>4/</u> , game (other than large game), poultry and rabbits	+4° C
V. Red offal	+3° C

Maximum temperature

VI. Minced meat

+2° C or  
temperature  
indicated on the  
label or on  
transport documents

VII. Untreated fish, molluscs and crustaceans 5/

temperature of  
melting ice

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1/ Except for products fully-treated by salting, smoking, drying or sterilization.

2/ 'Fresh cheese' means a non-ripened (non-matured) cheese which is ready for consumption shortly after manufacturing and which has a limited conservation period.

3/ Raw vegetables which have been diced, sliced or otherwise size-reduced but excluding those which have only been washed, peeled or simply cut in half.

4/ When milk is collected from the farm for immediate processing, the temperature may rise during carriage to +10° C.

5/ Except for live fish, molluscs and crustaceans."

\* United Kingdom wanted the deletion of "either +6° C" (see para. 27 of this Report.)

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Annex 2

Resolution No. 243

IMPROVING OF THE TRAFFIC FLOW OF ATP VEHICLES FOR  
THE TRANSPORT OF FOODSTUFFS COVERED BY ATP

adopted by the Inland Transport Committee on 21 January 1994

The Inland Transport Committee,

Recalling the absolute necessity of reducing as much as possible the delay for the transport of foodstuffs covered by ATP, with a view to preserving as efficiently as possible their initial qualities and in particular their sanitary characteristics,

Being concerned about the inevitable pollution of environment and noise nuisance generated during the parking period of vehicles,

Taking into account the limited durability of refrigerating devices,

Requests that the Governments adopt whatever measures are deemed necessary for facilitating border crossing and more generally for improving the conditions of the traffic flow of ATP vehicles for the transport of foodstuffs covered by ATP.

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Annex 3

PROGRAMME ACTIVITY 02.9: TRANSPORT OF PERISHABLE FOODSTUFFS

02.9.1 Harmonization of regulations and standards relating to the international transport of perishable foodstuffs and facilitation of its operation Priority: 2

Description:

- (a) Implementation of the ATP and, if necessary, consideration of its amendments in order to facilitate the international transport of perishable foodstuffs and the costs and advantages that it implies.
- (b) Consideration of proposals for facilitating the international transport of perishable foodstuffs and in particular the conditions required to minimize losses of perishable foodstuffs during transport.
- (c) Consideration of the possibility of collecting statistical data on equipment used for the controlled temperature carriage of perishable foodstuffs.
- (d) Promotion of intergovernmental cooperation with the aim of improving the harmonization of methods and procedures pertaining to the interpretation of the ATP, especially by supporting the work in the International Institute of Refrigeration (IIR) Sub-Commission of testing stations.
- (e) Study of elaboration of proposals on the conditions of transport of fresh fruit and vegetables.

Work to be undertaken:

- (a) (i) Consideration of amendment proposals to Annexes of ATP (1995).
- (ii) Drafting of an appendix concerning the monitoring of air temperature for transport of perishable quick-frozen foodstuffs (1996) and an appendix concerning procedure for the sampling and measurement of temperature for carriage of chilled, frozen and quick-frozen perishable foodstuffs in order to include later any technical details (1995).
- (iii) Review of the definitions of and standards (in Annex 1) for the carriage of perishable foodstuffs following the Montreal Protocol (New refrigerants and insulating materials) (Continuing).
- (iv) Review of the approval of kit-bodies (1996).
- (v) Review of local transport of perishable foodstuffs in relation to ATP (1995).
- (b) (i) Consideration of new proposals concerning the definition of "container" (1996).

- (ii) Consideration of new proposals concerning the adoption of modular systems (1996).
- (iii) Follow-up of resolution No. 243 on Improving the traffic flow of ATP vehicles for the transport of foodstuffs covered by ATP (Continuing).
- (c) Evaluation of statistical data collected (Continuing).
- (d) (i) Study of test methods and procedures for the approval of equipment with several compartments (1996).
- (ii) Updating of methods of the IIR Sub-Commission on testing stations (Continuing).
- (e) Consideration of proposals on the conditions of transport of fresh fruit and vegetables (1996).

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