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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on the Transport of Perishable Foodstuffs

##### Seventy-seventh session

Geneva, 26-29 October 2021

Item 4 (f) of the provisional agenda

#### **Status and implementation of the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP): interpretation of ATP**

### Temperature recorders

#### Submitted by the Government of the Netherlands

#### Introduction

1. Confidence that foodstuffs have arrived in a safe condition is done by sampling and testing the temperature of the foodstuffs at arrival. The sampling and testing give no proof that during the whole carriage operation the temperature was at the appropriate level and that the foodstuffs are still safe. To prove this a temperature recorder is to be used. However, a temperature recorder is only prescribed for quick-frozen foodstuffs.
2. The temperature recorders were expensive and providing the temperature readings troublesome because the recorders were mechanical and records were printed on paper. However, this type of recorders have been replaced by electronic recorders that are relatively cheap and information can be easily stored and presented.
3. The use of temperature recorders should be extended to all perishable foodstuffs currently under the agreement. However, discussion is needed to identify if exceptions are required for some situations and to fill in details.

#### I. Discussion

4. It should be discussed to:
  - (a) extend the scope of Annex 2, Appendix 1 to the carriage of all foodstuffs included under the ATP agreement,
  - (b) agree if certain carriage needs to be excluded from this requirement, and
  - (c) decided on the positions for measuring the air temperature of permanently fixed recorders.



## II. Justification

5. All the foodstuffs mentioned in Annex 2 and Annex 3 of the agreement may become dangerous to the human health when not kept at the prescribed temperature.
  6. Maintaining the temperature during the carriage operation may be especially important for quick-frozen foodstuffs for reasons of condition and presentation of the defrosted foodstuffs.
  7. *Add (a)*-It cannot be denied that recording the air temperature during the whole carriage operation is important for the proof that food safety has not been jeopardized. Availability of instruments has improved, costs have come down and the storage of data is now in electronic form, cheap to keep and easily accessible for checks. New technology where the equipment is monitored by over the air communication by the consigner is already available and increasingly be used. The property of the data and making the data available may need to be further regulated. In many cases keeping record of the air temperature is already done in case of liability issues but this should become the standard in all cases. With the accession of new countries to the ATP regulation setting cost effective minimum rules becomes increasingly important.
  8. *Add (b)*- It may be felt that in some cases, as very short distance delivery transport or in case of shipment in small boxes or containers provided with dry-ice or other coolant that may function for a short determined period that there should be exemption for recorders.
  9. *Add (c)*- The points where to measure are not included in Annex 2, Appendix 1 leading to interpretation and problems of harmonization.
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