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**Economic Commission for Europe**

Inland Transport Committee

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

English

**Eightieth session**

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Item 5 (a) of the provisional agenda

**Proposals for amendments to ATP:****Pending proposals**

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**Definition of independent equipment****Transmitted by the Government of France***Summary*

<b>Executive summary:</b>	The purpose of this proposal is to clarify the definition of independent equipment in the French version of ATP and to harmonize the translations in the other languages, with the aim of improving understanding regarding the certification of new technologies for all the contracting parties.
<b>Action to be taken:</b>	Add a definition to annex 1, paragraph 7, of ATP
<b>Related documents:</b>	None

**Introduction**

1. It is no longer possible for ATP to disregard the pressure coming from new technologies, first and foremost, equipment powered by electric storage batteries, dedicated or otherwise. Such batteries can even be charged while the vehicle's engine is running and the refrigeration equipment is operating. There is no denying that electric storage batteries make for greater flexibility, but where does equipment of this kind, powered by mixed power sources, fit in with the two types of conventional equipment addressed in ATP?

2. Non-independent equipment is defined in annex 1, appendix 2, paragraph 6.2.2 (i), as: "Non-independent equipment, the refrigeration unit of which is powered by the engine of the vehicle". The equipment bears a specific marking, "X", to facilitate identification, particularly at border crossings.

3. Any other type of equipment, including equipment that uses an electric power supply technology during the transport phase, is therefore considered to be "independent".

4. In French, the term "*autonome*" ["independent"], applied to a piece of equipment, is defined by:

- The ability of the equipment to operate independently of its environment
- The length of time it can operate independently

5. The criteria for classification as "independent" do not include length of operating time. We therefore submit a series of two proposals aimed at:

- Providing a definition of independent equipment
- Clarifying the classification of an electrically-powered thermal device (for on-road mode)

## I. Proposal

6. Introduce a definition of independent equipment in annex 1, paragraph 7 (definitions):

**“Independent equipment: means an equipment which is ‘independent’ if:**

- ~~The refrigeration or refrigeration and heating processes relies~~ on a power source that is:
- ~~D~~edicated or shared, ~~with priority given to the thermal device~~
- ~~A~~always available, ~~maintained during any phase of transport, and which independence duration is at least~~
- ~~Uninterruptible in any phase of transport~~
- ~~Its independence duration is greater than~~ 1 hour from full charge on the highest energy-consuming mode ~~as documented on the ATP test report at an outdoor temperature of 30°C.”~~

### Translation:

*Autonome:* Independent

*Non Autonome:* Non Independent

*Durée d'autonomie:* Independence duration

## II. Rationale

8. Harmonization of language used to ensure standard understanding by competent authorities and identification of independent equipment.

## III. Costs

9. None

## IV. Feasibility

10. There are no additional requirements for official ATP test stations.

## V. Enforceability

11. No problems are foreseen in implementing the proposal.

## VI. Introduction of the proposed amendment to ATP

12. Part of ATP concerned: annex 1, paragraph 7 (definitions):

Addition of a definition of “independent equipment” in line with section I – Proposal.