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## Economic Commission for Europe

### Inland Transport Committee

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

##### Eighty-first session

Geneva, 29 October – 1 November 2024

Item 5 (b) of the provisional agenda

##### **Proposals of amendments to ATP: new proposals**

### **Proposals by the informal working group on Approval System**

**Transmitted by the Government of the Netherlands on behalf of the  
informal working group**

#### *Summary*

**Executive summary:** The informal working group discussed various issues concerning the approval of equipment. As discussion in the Working Group will continue a report of will follow as an Informal document if necessary containing modifications.

**Action to be taken:** Discuss and adopt the proposals

**Related documents:**

### **Introduction**

1. The informal working group on the approval system met on several occasions between the October 2023 and October 2024 sessions of WP.11.
2. The main purpose of the IWG is to resolve issues with the approval of equipment and thermal appliances. From a special in person session of the IWG on 29 July 2024 this document contains a number of topics discussed that either may need decision and approval or serve as a basis to discuss, elaborate and if possible, approve amendments to the ATP at the October 2024 session of WP.11.

### **Topic 1. Electrification of equipment**

3. For several years the issue of electrification has been discussed in WP.11 without a final resolve. There are concerns on the supply of electric energy to power the thermal units



and to guarantee the possibility of continuous functioning of the unit throughout the intended journey. Although electrified units are already in use, they are mainly driven direct, or indirect, by fossil fuels. Basically, two main approaches surfaced in discussion, the first one is that the power supply is not part of the ATP, and no amendments need to be done, and the second that proof of capacity of the electrical energy supply is required.

4. As suggested during the October 2023 session of WP.11 a new section on electrified equipment is proposed below. The proposal is produced with the anticipation of further development but also as basis to adopt a new section if deemed suitable during the session of WP.11 in October 2024.

## Proposal 1

5. Include a new section 7 to annex 1, appendix 1 to read:

“7. **Special requirements for equipment for which the thermal appliance is powered by electricity**

This section does not apply to equipment being a truck or a van with an electrically driven appliance powered by a generator driven by an internal combustion engine or in case a generator set is an integral part of a thermal appliance.

Equipment shall be so configured that the temperature conditions can be complied with throughout the carriage (see article 4 of the agreement).

Equipment may:

- consist of a rigid truck or trailer/rail wagon towed by a road vehicle or locomotive, containing all the essential parts for conditioning the foodstuffs for an intended journey.
- be an incomplete equipment where the supply of electrical energy may be provided by a towing or carrying vehicle or locomotive, or a separate power generator set.

Trailer with an E-axle shall not be seen as incomplete vehicle, although the power to operate is indirectly being developed by the towing vehicle.

Every equipment shall be provided with a means to power the thermal appliance from the grid.

[Equipment shall have a minimum power output and energy storage that allows for:

- 1 hour for incomplete equipment, not being a maritime container\* or rail wagon\*; or
- 4 hours for other equipment,

of maintaining the temperature, the class temperature conditions at an ambient temperature of 30 °C.

A maritime container or rail wagon need not be equipped with a power source.]

### Declaration of capacity of electrical supply systems

- (i) The capacity of the Rechargeable Electrical Energy Storage Systems (REESS) shall in case of:
- the vehicle traction REESS or E-PTO being declared\* by the vehicle manufacturer,
  - a REESS being an intrinsic part of the thermal appliance shall be tested for capacity in combination with the appliance,
  - in case of a separated REESS, it shall be declared by the thermal appliance manufacturer based on data from third party testing on

regulations dealing with the determination of capacity and endurance (SOH) of batteries. (e.g. UNECE GTR22 or equivalent)

- \* The vehicle manufacturer shall declare the maximum capacity allocated for use of accessories.
- (ii) The power output of E-axles shall be declared by the thermal appliance manufacturer. If necessary varying dimensions and drive ratios shall be taken into account.

#### Additional energy systems

Solar systems may be applied. However, the total power output in Watt peak/hr shall [not be taken into account] [only be taken into account for x %]

#### Dimensioning

The insulated body and thermal appliance when approved separately shall be dimensioned as described in Annex 1, Appendix 2 section 3.4.7 and 3.4.9 for maintaining the temperature into the body, taking into account the prescribed safety margin of 1.75. between the refrigeration power supplied by the thermal appliance and the heat losses through the surface of the body. The power output of the electric supply shall be matched by the power input demanded by the thermal appliance for supplying the refrigeration power.

#### Marking

In addition to the markings prescribed in Annex 1 Appendix 4, incomplete equipment shall be marked with:

- a “flash” sign after the classification marking, and
- an indication near the electrical connection point to an additional power supply with the minimum required power output at 0 °C, -10 °C, -20 °C and 30 °C, at external ambient temperature of 30 °C, for maintaining temperature and pre-cooling, the correct voltage and phase rating if applicable.”

## **Topic 2. Application of temperature recorders to all foodstuffs under the ATP**

6. The only way to be sure that temperature conditions are met during the journey is to record the temperatures. Recorders are developed from complex mechanical devices into electronic devices. Prices for these devices have dropped and the cost for storage and retrieval of data for control purposes is greatly reduced due to being in an electronic form.

7. Especially in the light of limited capacity of electric power sources, the application of a temperature recorder, while carrying perishable foodstuffs, was supported by a majority of the experts present at the ninth session of the IWG. While most experts expressed preference to have the recorder permanently fitted into the equipment some were of the opinion that it should not be mandatory to be fitted, or periodically evaluated, while equipment was used for the carriage of non-perishable foodstuffs. In case the choice is made by WP.11 for mandatory fitment of the recorder, all the time, the amendments of option 1 below may be followed, that see the provisions move from annex 2 to annex 1. In case it is chosen to have only mandatory fitment in case of carriage of perishable foodstuffs the amendments in option 2 may be followed, amending annex 2, appendix 1 and an addition to annex 3.

8. The proposals below are based on the wording of ATP 2024. Modification on this wording may be expected on the requirements on the bodies that perform type approvals and periodic evaluations of recorders.

## Proposal 2

### Option 1, Part 1

9. Move the provisions of annex 2, appendix 1 (ATP 2024), except the last paragraph, into a new annex 1, appendix 5 and amend as follows (new wording underlined, deleted wording stricken through):

#### “Annex 1, Appendix 5

MONITORING OF AIR TEMPERATURES FOR TRANSPORT OF ~~QUICK-FROZEN~~ PERISHABLE FOODSTUFFS

[Road vehicles with a gross vehicle mass not exceeding 3,5 tonnes, and small containers having an internal volume of less than 2 m<sup>3</sup> need not to comply with these provisions unless they carry deep-frozen foodstuffs]

The transport equipment shall be fitted with an instrument capable of measuring and recording air temperatures and storing the data obtained (hereinafter referred to as the instrument) to monitor the air temperatures to which perishable ~~quick-frozen~~ foodstuffs ~~intended for human consumption~~ are subjected.

The instrument shall be verified in accordance with EN 13486:2002 by an accredited body and the documentation shall be available for the approval of ATP competent authorities.

The instrument shall comply with standard EN 12830:2018.

Temperature recorders in service that comply with EN 12830:1999 may continue to be used.”

### Option 1, Part 2

10. Amend annex 2, appendix 1 to read (new wording underlined, deleted wording stricken through):

#### “Annex 2, Appendix 1

MONITORING OF AIR TEMPERATURES FOR TRANSPORT OF ~~QUICK-FROZEN~~ PERISHABLE FOODSTUFFS

Temperature recordings obtained by instruments measuring temperature and storing data shall ~~in this manner must~~ be dated and stored by the operator for at least one year or longer, according to the nature of the food.

*NOTE: The recordings are proof of correct functioning of the equipment. However, short spikes in air temperature due to door openings are acceptable as long as the product temperature is not expected to exceed the prescribed temperature.*”

### Option 1, Part 3

11. Introduce a new paragraph 5 in annex 3 to read:

“5. Temperature recordings obtained by instruments measuring temperature and storing data shall be dated and stored by the operator for at least one year or longer, according to the nature of the food.

*NOTE: The recordings are proof of correct functioning of the equipment., However, short spikes in air temperature due to door openings are acceptable as long as the product temperature is not expected to exceed the prescribed temperature.*”

**Option 1, Part 4**

12. Introduce a new transitional measure in annex 1 section 6 to read:

“6.2 Equipment which first came into service before the introduction of the provisions for a temperature recorder in annex 1, appendix 5 entered into force on xx-xx 202x, may continue to be used [until the validity of the certificate of compliance expires].”

**Option 2, Part 1**

13. Amend annex 2, appendix 1 as follows (new wording underlined, deleted wording stricken through):

“MONITORING OF AIR TEMPERATURES FOR TRANSPORT OF ~~QUICK-FROZEN~~ PERISHABLE FOODSTUFFS

“[Road vehicles with a gross vehicle mass not exceeding 3.5 tonnes, and small containers having an internal volume of less than 2 m<sup>3</sup> need not to comply with these provisions unless they carry deep-frozen foodstuffs]

The transport equipment shall be fitted with an instrument capable of measuring and recording air temperatures and storing the data obtained (hereinafter referred to as the instrument) to monitor the air temperatures to which perishable ~~quick-frozen~~ foodstuffs ~~intended for human consumption~~ are subjected.

The instrument shall be verified in accordance with EN 13486:2002 by an accredited body and the documentation shall be available for the approval of ATP competent authorities.

The instrument shall comply with standard EN 12830:2018.

Temperature recorders in service that comply with EN 12830:1999 may continue to be used.

Temperature recordings obtained in this manner must be dated and stored by the operator for at least one year or longer, according to the nature of the food.

*NOTE: The recordings are proof of correct functioning of the equipment., However, short spikes in air temperature due to door openings are acceptable as long as the product temperature is not expected to exceed the prescribed temperature.*”

**Option 2, Part 3**

14. Introduce a new paragraph 5 in annex 3 to read:

“5. Equipment shall be fitted with a temperature recorder, and temperature recordings shall be stored, according to annex 2, appendix 1.”

**Option 2, Part 3**

15. Introduce a new transitional measure to annex 1 section 6 to read:

“6.2 Equipment which first came into service before the amendments of the provisions for a temperature recorder in annex 2, appendix 1, and in annex 3 entered into force on xx-xx 202x, may continue to be used [until the validity of the certificate of compliance expires].”

**Topic 3. Deletion of running time for heated and refrigerated heated equipment.**

16. It was agreed by the experts of the IWG that the 12 hours running time, mentioned in annex 1 for heated and mechanically refrigerated and heated equipment, is valid for type testing but not for the actual operation of the equipment. To remove confusion it was agreed to delete the reference to the 12 hours in annex 1.

17. In annex 1, appendix 2 the test procedure for insulated bodies, (1.7), refrigerated equipment (3.1.5), mechanically refrigerated equipment (3.2.4) and heated equipment (3.3.5) all include the requirement that the test shall be continued for 12 hours. The mentioning of the 12 hours in annex 1 can therefore be deleted without consequences for type-testing.

### Proposal 3

18. Amend paragraphs 4 and 5 of annex 1 as follows (deleted wording-stricken trough):

“4 **Heated equipment.** Insulated equipment which is capable of raising the inside temperature of the empty body to, and thereafter maintaining it ~~for not less than 12 hours without renewal of supply~~ at, a practical constant value.... (rest unchanged)”

“5 **Mechanically refrigerated and heated equipment.** Insulated equipment .....(unchanged)..... maintaining it continuously, and of raising the temperature and thereafter maintaining it ~~for not less than 12 hours without renewal of supply~~ at a practical constant value as indicated below. (rest unchanged)”

### Topic 4. Training of persons involved in the carriage of perishable foodstuffs.

19. It was felt that to guarantee the correct selection of equipment (and in particular electrified equipment) and proper used by drivers would require at least have a basic training to guarantee food safety. It was therefore proposed to include some wording. The wording below is based on basic training of persons involved in the carriage of dangerous goods.

### Proposal 4

20. Introduce a new section at the end of annex 2, appendix 1

“TRAINING OF PERSONS INVOLVED IN THE CARRIAGE OF PERISHABLE FOODSTUFFS

Persons whose duties concern the carriage of perishable foodstuffs by road or rail shall have received training in the requirements governing the carriage of such goods appropriate to their responsibilities and duties. This requirement shall apply to individuals such as personnel who are employed by the road or rail vehicle operator or the consignor, personnel who load or unload perishable foodstuffs, personnel in freight forwarding or shipping agencies and drivers of vehicles involved in the carriage of perishable foodstuffs goods by road.”

### Proposal 5

21. Introduce a new paragraph 6 in annex 3 to read:

“6. Persons whose duties concern the carriage of perishable foodstuffs by road or rail shall have received training in the requirements governing the carriage of such goods appropriate to their responsibilities and duties. This requirement shall apply to individuals such as personnel who are employed by the road or rail vehicle operator or the consignor, personnel who load or unload perishable foodstuffs, personnel in freight forwarding or shipping agencies and drivers of vehicles involved in the carriage of perishable foodstuffs goods by road.”

## **Topic 5. Validity of ATP certificated when transferring equipment to another Contracting Party**

22. It was noticed that the English language version of sub-paragraph 3 (b) of annex 1, appendix 1 could be interpreted differently due to a lack of commas.

### **Proposal 6**

23. Amend the second sentence of sub-paragraph 3 (b) of annex 1, appendix 1 to read (English version only – new commas underlined):

“This certificate will be treated as a provisional certificate<sub>2</sub> if necessary<sub>2</sub> with a maximum validity of six months.”

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