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Inland Transport Committee

Working Party on the Transport of Perishable Foodstuffs

Eighty-first session

Geneva, 29 October – 1 November 2024

Item 5 (a) of the provisional agenda

**Proposals of amendments to ATP:
pending proposals**

Amendment to annex 1, appendix 2

**Transmitted by the Government of the United Kingdom of Great
Britain and Northern Ireland**

Introduction

1. During the eighth session of the informal working group it was brought to our attention that the new airflow requirement was not mandatory if you chose to test according to annex 1, appendix 2, part 3.2.5, this was never the intention of the original United Kingdom proposal and this working document will hopefully address this issue.

I. Proposed amendment to annex 1, appendix 2, paragraph 3.2.5

2. Add a new paragraph 3.2.5 above “Criterion of satisfaction”:
“3.2.5 The rate of air circulation shall be measured using methods capable of measuring the total delivery volume. Use of one of the relevant existing standards, i.e. ISO5801:2017 or AMCA 210-16 is recommended.”
3. Renumber paragraphs accordingly and then add a new additional paragraph 3.2.10:
“3.2.10 The airflow delivery volume shall not be less than 50 times the empty volume of the equipment, except:
 - (a) where the empty volume exceeds 60 m³ the airflow delivery volume shall be at least 3000 m³ per hour for containers, wagons and lorries;
 - (b) where the empty volume exceeds 100 m³ the airflow delivery volume shall be at least 5000 m³ per hour.”



4. Amend paragraph 3.4.9 as follows:

“3.4.9 The equipment should comply with the airflow requirements in cooling mode prescribed in paragraph 3.2.8 or 3.2.9.”

II. Technical impact

5. This change would help to clarify an issue raised during an informal working group meeting.

III. Economic impact

6. This change would modernise ATP and a positive impact would be that food safety and quality would improve. The financial impact to industry is that there would be an additional cost for an airflow test in cases where it is not carried out already.

IV. Environmental impact

7. A defined flowrate for the secondary refrigerant would help ensure all products within the cargo space meet the requirements of annexes 2 and 3.
