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### Inland Transport Committee

### Working Party on the Transport of Perishable Foodstuffs

#### Sixty-ninth session

## Report of the Working Party on the Transport of Perishable Foodstuffs on its sixty-ninth session

held in Geneva from 8-11 October 2013

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## **I. Attendance**

1. The Working Party on the Transport of Perishable Foodstuffs (WP.11) held its sixty-ninth session from 8-11 October 2013 with Mr. T. Nobre (Portugal) as Chairman and Mr. E. Devin (France) and Mr. K. de Putter (Netherlands) as Vice-Chairmen.

2. Representatives of the following countries took part in the session: Belgium, Czech Republic, Denmark, Finland, France, Germany, Ireland, Italy, Latvia, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Russian Federation, Serbia, Spain, Ukraine, United Kingdom of Great Britain and Northern Ireland and United States of America. The intergovernmental organization International Institute of Refrigeration (IIR) and the non-governmental organizations International Association of the Body and Trailer Building Industry (CLCCR) and Transfrigoroute International (TI) also took part in the session.

## **II. Adoption of the agenda (agenda item 1)**

*Documents:* ECE/TRANS/WP.11/227  
ECE/TRANS/WP.11/227/Add.1

*Informal document:* INF.1/Rev.2 (Secretariat)

3. The provisional agenda (ECE/TRANS/WP.11/227 and -/Add.1) was adopted as amended by informal document INF.1/Rev.2 to take account of informal documents INF.1/Rev.2 to INF.15.

## **III. Activities of ECE bodies of interest to the Working Party (agenda item 2)**

### **A. Inland Transport Committee (ITC)**

*Document:* ECE/TRANS/236  
*Informal document:* INF.14 (Secretariat)

4. WP.11 took note of the results of the seventy-fifth session of the ITC as reflected in paragraphs 49-54 of ECE/TRANS/236. In response to a question regarding provisions in the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) relating to the marking of vehicles and containers containing dangerous goods presenting a risk of asphyxiation when used for cooling or conditioning purposes, it was mentioned that a multilateral agreement (M260) had been drawn up and that the 2015 version of ADR would be amended to resolve this issue. The secretariat was requested to attend the next session of the Working Party on the Transport of Dangerous Goods (WP.15) when it discussed this point.

### **B. Working Party on Agricultural Quality Standards (WP.7)**

5. WP.11 was informed about the recent work of WP.7 on the development of commercial agricultural quality standards. Further information can be found at the following link: <http://www.unece.org/trade/agr/welcome.html>.

## **IV. Activities of other international organizations dealing with issues of interest to the Working Party (agenda item 3)**

### **A. International Institute of Refrigeration (IIR)**

*Informal document:* INF.4 (IIR)

6. WP.11 was informed about the results of the meeting of the IIR sub-commission on refrigerated transport held in Paris on 2 April 2013. The issues of the round-robin test and accreditation of testing stations according to ISO 17025 were raised.

### **B. Transfrigoroute International**

7. The representative of Transfrigoroute International, Mr. J. Greal, said that a TI software for the dimensioning of multi-temperature equipment had been made available to a number of testing stations for comments. He also mentioned the revision of the European Union F Gas regulation and plans to lower emission levels as future challenges to the industry.

### **C. European Committee for Standardization (CEN)**

8. The representative of Germany informed WP.11 about the status of work on the development and revision of CEN standards relating to temperature controlled land transport. It was stated that standards were useful for developing the more technical elements dealt with by ATP but stressed that while legislation such as ATP was in the public domain, standards had to be purchased. The chairman of TC182 said that a new version of standard EN 378 would be published with the new classification of refrigerants.

### **D. EU Guidelines on Good Distribution of Medicinal Products**

*Informal document:* INF.12 (Secretariat)

9. WP.11 took note of recent EU Guidelines on Good Distribution Practice of Medicinal Products for Human Use and questioned whether the scope of the ATP might be extended to cover such products since they had to be carried in temperature-controlled equipment. It was mentioned that French legislation for the carriage of pharmaceuticals made reference to the ATP.

## **V. Status and implementation of the ATP (agenda item 4)**

### **A. Status of application of the Agreement**

10. The number of Contracting Parties to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP) had risen to 48 with the accession of Kyrgyzstan in October 2012 and Turkey in December 2012.

### **B. Status of amendments**

11. WP.11 was informed that amendments to ATP adopted by WP.11 at its 67th session in 2011, including those on multi-compartment multi-temperature equipment had entered

into force on 23 September 2013 and were reflected in a new consolidated version of the ATP issued as a United Nations publication.

12. A correction to the English text of paragraph 2.2.4 (b) adopted at the 68<sup>th</sup> session of WP.11 in 2012 (see ECE/TRANS/WP.11/226, Annex II) had been effected on 5 May 2013.

13. Proposed amendments to the ATP adopted at the 68<sup>th</sup> session of WP.11 in 2012 (ECE/TRANS/WP.11/226, Annex I) had been notified to ATP Contracting Parties by the United Nations Treaty Section on 13 February 2013. On 30 April 2013, the Government of Germany informed the Secretary-General that although it intended to accept the proposals, the conditions for such acceptance were not yet fulfilled. As a consequence, the amendments would be deemed accepted only if, before the expiry of a period of nine months following the initial notification period of six months, the Government of Germany does not notify an objection to the proposed amendments.

#### **C. Test stations officially designated by the competent authorities of countries Parties to ATP**

14. The current updated list of competent authorities and test stations appears at the following web link: <http://www.unece.org/trans/main/wp11/teststations.pdf>.

#### **D. Exchange of information among Parties under Article 6 of ATP**

*Document:* ECE/TRANS/WP.11/2013/6 (Secretariat)

*Informal document:* INF.2 (Latvia)

15. WP.11 thanked the 16 countries that had provided data in response to the questionnaire on the implementation of ATP in 2012: Czech Republic, Denmark, Finland, France, Greece, Ireland, Italy, Latvia, Netherlands, Norway, Poland, Portugal, Serbia, Spain, Sweden and United Kingdom. It was stressed that it was an obligation for all countries to reply to the questionnaire and that WP.11 had set the target of 20 replies to the questionnaire in its biennial evaluation.

#### **E. Exchange of good practices for better implementation of ATP**

*Informal document:* INF.6 (United Kingdom)

16. WP.11 took note of the proposal by the United Kingdom for countries to exchange their certificates with the aim of facilitating recognition of counterfeit certificates. It was pointed out, however, that some countries frequently introduced changes to their certificates expressly in order to avoid counterfeiting and that not all ATP contracting parties had even notified the address of their competent authority. The secretariat was requested to send an official letter to Governments requesting the missing addresses of competent authorities.

### **VI. Proposals of amendments to the ATP (agenda item 5)**

#### **A. Pending proposals**

##### **1. Curtain-sided bodies**

*Document:* ECE/TRANS/WP.11/2013/17, part II (Netherlands)

17. The proposal aimed to prohibit the certification of all curtain-sided bodies under ATP. The representative of Germany was of the opinion that curtain-sided bodies were not suitable for heavily insulated equipment but were acceptable for normally insulated

equipment. The representative of the Netherlands proposed as a compromise that a transitional period for normally insulated equipment could be allowed until the end of its normal life.

18. The representative of the Netherlands said that he was not ready to prepare a proposal to prevent the use of curtain-sided bodies for heavily insulated equipment since he was of the opinion that there was already consensus on a ban applying to all curtain-sided equipment. He asked, however, that his proposal be kept on the agenda for next year.

## **2. K values of in-service vehicles**

*Documents:* ECE/TRANS/WP.11/2013/10, part II (Germany)

19. Germany argued that K values of  $0.40\text{W/m}^2\cdot\text{K}$  for in-service equipment required by the ATP were not realistic given the annual ageing coefficient of 5%. The representative of Germany said that upper limits for K values could be added to the proposal but that data from countries that required K value testing at 6, 9 and 12 years would be required in order to make a new proposal. The voting was 6 in favour of the proposal (Belgium, Germany, Poland, Serbia, United Kingdom and United States) and three against (France, Italy and Portugal).

## **3. Acceptable changes to insulated equipment**

*Document:* ECE/TRANS/WP.11/2013/10, part I (Germany)

*Informal documents:* INF.9 (Finland) and INF.15 (Germany)

20. Most countries supported the proposal. Portugal said it could agree to the proposal if any changes made were glued and not screwed in. Finland argued that any changes should be made or approved by the manufacturer of the equipment, that a transitional period was needed and that there had to be information on the calculation of the volume of insulation. The representative of the Russian Federation pointed to errors in the Russian text of the proposal. The representative of Germany was requested to revise the text in light of the comments made.

21. WP.11 adopted the revised proposal with some modifications (see annex I). The voting was 9 in favour (Belgium, Finland, France, Germany, Latvia, Poland, Portugal, Russian Federation and United States) and none against.

## **4. External surface area measurement of panel vans**

*Document:* ECE/TRANS/WP.11/2013/1 (United Kingdom)

22. The proposal presented three alternative methods for calculating the external surface area. The voting was 6 in favour of the proposal (France, Italy, Russian Federation, Ukraine, United Kingdom and United States) and one against (Germany). It was recommended that the three proposals be compared by testing them on the same equipment and that based on the results a revised proposal should be prepared.

## **5. Thermal appliances working on liquefied gas**

*Document:* ECE/TRANS/WP.11/2013/17, part I (Netherlands)

23. WP.11 agreed that there was a need for provisions allowing thermal appliances working on liquefied gas to be tested separately from the insulated body they would be used on. The representative of Germany argued that a test procedure and model test report were required first. It was proposed that the test procedure outlined in document ECE/TRANS/WP.11/2013/19 be examined but the representative of Germany said that it

had not been able to properly study that document because of the late availability of the translation.

24. The voting was 9 in favour of the proposal (Belgium, Czech Republic, Denmark, Finland, France, Latvia, Netherlands, Poland and United Kingdom) and one against (Germany). It was proposed that Germany and France should work together with the Netherlands to propose a test procedure for the next session.

#### **6. 6- and 9-year ATP tests for non-autonomous equipment**

*Document:* ECE/TRANS/WP.11/2011/16/Rev.2 (France)

25. France explained that the proposal had been revised in the light of comments made at previous sessions. A number of revisions to the text were agreed including the addition of a cool-down period not exceeding six hours and clarification that the manufacturer referred to was the vehicle manufacturer.

26. The voting was 13 in favour of the proposal (Belgium, Czech Republic, Denmark, Finland, France, Italy, Latvia, Netherlands, Poland, Portugal, Serbia, Spain and United States) and one against (Germany). Germany indicated that it could support the proposal if the issue of idling speed was resolved and was invited to work together with France to produce a revised proposal.

#### **7. Test for in-service multi-temperature equipment**

*Document:* ECE/TRANS/WP.11/2013/11, part I (France)

27. The proposal was required following the entry into force on 23 September 2013 of testing procedures for new multi-temperature equipment and was in line with other test methods for equipment specified in the ATP and specifically the method for mono-temperature independent mechanically refrigerated equipment. The voting was 7 in favour of the proposal (Belgium, France, Italy, Poland, Portugal, United Kingdom and United States) and one against (Germany). Germany stated that it had voted against the proposal because there were still some technical issues to be resolved.

#### **8. Distinguishing marks for multi-temperature equipment**

*Documents:* ECE/TRANS/WP.11/2013/4 (Portugal)

ECE/TRANS/WP.11/2013/11, part II (France)

*Informal document:* INF.7 (Netherlands)

28. The proposals by Portugal and France took a similar approach by proposing a classification code for each compartment and a system to determine the sequence in which the classification codes were to be applied. The proposal by the Netherlands consisted of adding the letter "M" to the classification code for the complete equipment.

29. Several countries favoured the simpler approach proposed by the Netherlands which was not dependent on identifying the front or rear end of the equipment. Others argued that more detail was required because the markings would also appear on the ATP plate which had equivalent value to the ATP certificate and because it would help inspection services to identify the different compartments without having to open the doors.

30. A vote on harmonizing the proposals of France and Portugal resulted in 7 in favour (Denmark, France, Netherlands, Russian Federation, Spain, United Kingdom and United States) and two against (Belgium and Germany). The voting on the proposal of the Netherlands was 3 in favour (Belgium, Germany and Netherlands) and four against (Denmark, France, Portugal and Russian Federation). It was therefore decided to develop a proposal harmonizing the proposals of Portugal and France. The representative of Portugal

said that he would prepare a proposal for the next session regarding markings for multi-temperature equipment which incorporated a bar code.

#### **9. Combining annexes 2 and 3**

*Document:* ECE/TRANS/WP.11/2013/7 (Russian Federation)

31. The Russian Federation argued that extending the requirement to monitor the air temperature in transport equipment to the carriage of chilled foodstuffs would bring positive results for food safety. A letter from the Russian Federation requesting information on the economic consequences of fitting transport equipment for carriage of chilled foodstuffs with instruments for recording temperatures had received only one response from the United Kingdom which had estimated the cost of fitting its transport equipment with recording instruments at £4 million. Germany stated that it agreed in principle with the proposal but had not yet had the opportunity to discuss it with the food authorities in Germany.

32. The voting was 3 in favour of the proposal (Portugal, Russian Federation and Ukraine) and two against (Germany and United Kingdom). It was agreed that the Russian Federation could prepare a revised proposal for the next session.

#### **10. Definition of perishable foodstuffs**

*Document:* ECE/TRANS/WP.11/2013/8 (Russian Federation)

33. Several countries agreed that it was logical to have a definition of perishable foodstuffs in the ATP. Others argued against it if it was to be used to extend the scope of the ATP and raised the issue of increased costs if the scope was extended.

34. The voting was 6 in favour of the proposal (Belgium, France, Portugal, Russian Federation, Spain and Ukraine) and two against (Netherlands and United States). The Russian Federation stated that it intended to work further on the proposal for a definition even if it meant that it only applied to the foodstuffs mentioned in annexes 2 and 3.

#### **11. Miscellaneous amendment proposals**

*Document:* ECE/TRANS/WP.11/2013/3, part I (Secretariat)

35. WP.11 agreed to the proposals made by the secretariat in paragraphs 1 to 4 of the document and preferred the option to reverse the order of sections 7 and 8 as referred to in paragraph 1 (see annexes I and II). Regarding the footnote in annex 2, appendix 2 which read "The procedure will be defined", it was suggested that the issue could possibly be taken up by the IIR subcommission dealing with refrigerated transport.

36. The voting was 15 in favour of the proposal (Belgium, Czech Republic, Denmark, Finland, France, Italy, Latvia, Netherlands, Poland, Portugal, Russian Federation, Spain, Ukraine, United Kingdom and United States) and none against.

#### **12. Airflow measurement**

*Informal document:* INF.5 (United Kingdom)

37. WP.11 agreed with the importance of including obligatory provisions for airflow measurement in the ATP and invited a small group made up of France, Germany, United Kingdom and IIR to work further on the proposal and submit it as an official document for the next session.

**13. Possible modifications to the new section 8 on multi-temperature equipment**

*Informal document:* INF.8 (Finland)

38. It was agreed that the possible modifications highlighted by Finland should be examined in greater detail by a small group of countries that were testing the software developed by TI for multi-temperature equipment (Denmark, France, Germany, Portugal and TI) so that an official document could be prepared for the next session.

**14. Replies to the questionnaire by the Netherlands**

*Informal document:* INF.11 (Netherlands)

39. WP.11 took note of the replies to the questionnaire and suggested that a small group (France, Italy, Netherlands, Portugal and Spain) should work further on the fundamental issues it addressed such as the origin of the K coefficient limits, the purpose of markings, the minimum functioning time of thermal appliances, etc. An official document outlining the progress made should be prepared for the next session.

**B. New proposals****1. Proposal to extend the scope of ATP to national transport**

*Document:* ECE/TRANS/WP.11/2013/20 (France)

40. The document argued that while the requirements of ATP were applied to journeys of only a few kilometres if they involved a border crossing, they were currently not imposed in most countries for domestic journeys of several hundred kilometres. The document proposed that the requirements of ATP should not be applied to local transport, for example, of a distance of less than 80 km without intermediate reloading. The ADR was cited as an example of an international agreement which had been made mandatory at national level by EU legislation.

41. A number of countries were of the opinion that WP.11 was not the correct forum to discuss a proposal which applied to national transport. The voting was 5 in favour of the proposal (Belgium, France, Italy, Poland and Russian Federation) and 6 against (Czech Republic, Denmark, Finland, Netherlands, United Kingdom and United States).

**2. Proposal to amend the class temperatures of ATP equipment**

*Document:* ECE/TRANS/WP.11/2013/5, part I (France)

42. The proposal was to amend the class temperatures of class B, D and E equipment slightly to permit better alignment between the temperatures applicable to transported foodstuffs and transport equipment. Italy supported the proposal but saw the need for other consequential amendments in annex 1, appendix 2 and for transitional provisions.

43. The voting was 5 in favour of the proposal (Belgium, France, Italy, Poland and Russian Federation) and 1 against (Germany). Germany stated that the cost-benefit analysis of the proposal had to be further developed and pointed to the need to take into account other standards and regulations dealing with foodstuffs. It was agreed that France should develop its proposal by expanding the justification and further detailing what foodstuffs were concerned.

### **3. Addition of provisions for heated ATP equipment**

*Document:* ECE/TRANS/WP.11/2013/9 (Russian Federation)

44. WP.11 adopted the proposal to add new classes C and D for heated ATP equipment to take account of conditions in countries where winter temperatures went below -20°C (see annex I).

45. The voting was 11 in favour of the proposal (Belgium, Czech Republic, Denmark, Finland, France, Germany, Italy, Netherlands, Portugal, Russian Federation and United States) and none against.

### **4. Proposal to amend annex 1, appendix 1**

*Document:* ECE/TRANS/WP.11/2013/13 (Netherlands)

46. The majority of countries agreed in principle to the proposal requiring manufacturers to supply more information on the construction of insulated bodies and thermal appliances so that testing stations could check their conformity. Two countries were of the opinion that sufficient information was required already. Countries were invited to send their comments on the document by email to the representative of the Netherlands so that he could revise the proposal for the next session.

### **5. Proposals aimed at clarifying provisions in annex 1, appendix 1**

*Document:* ECE/TRANS/WP.11/2013/12 (Belgium)

*Informal document :* INF.13 (Belgium)

47. The proposal aimed to clarify the terms “registered or recorded” used in annex 1, appendix 1 and to require bilateral agreements between countries to cover the case of equipment approved by a competent authority other than that of the country where the equipment was registered. WP.11 voted on the different elements of the proposal.

48. The voting on the proposals in subparagraph (a) was 8 in favour (Belgium, Finland, France, Italy, Portugal, Russian Federation, Spain and United Kingdom) and one against (Netherlands).

49. The voting on the proposals in subparagraph (b) was 3 in favour (Belgium, France and Italy) and two against (Germany and Netherlands).

50. The voting on the proposals in paragraph 3(b) was 6 in favour (Belgium, Finland, France, Netherlands, Portugal and United Kingdom) and none against. WP.11 therefore adopted the proposal to amend the last sentence of paragraph 3 (b) of annex 1, appendix 1 (see annex I).

51. Belgium proposed to continue its work on the proposal and it was suggested that examples illustrating the meaning of the words “registered and recorded” should be provided for clarification.

### **6. Correction to French text of paragraph 2.1.4 of annex 1, appendix 2**

*Document:* ECE/TRANS/WP.11/2013/5, part II (France)

52. WP.11 agreed to the correction (see annex II) and asked the secretariat to submit it to the United Nations Treaty Section.

**7. Correction of a standard**

*Document:* ECE/TRANS/WP.11/2013/14, part II (Italy)

53. WP.11 agreed to correct the reference to standard ISO 971 in paragraph 4.3.2 of annex 1, appendix 2 (see annex II). Italy would submit a document to the next session on replacing the reference to standard BS 3122.

**8. Testing of in-service equipment with fixed eutectic plates**

*Document:* ECE/TRANS/WP.11/2013/14, part III (Italy)

54. The proposal was to delete “other than equipment with fixed eutectic plates” from the title of 6.1 of annex 1, appendix 2 thereby extending the provisions to this type of equipment.

55. The voting on the proposal was 4 in favour (Belgium, France, Italy and Netherlands) and one against (Germany).

**9. Test for single temperature or multi-temperature liquefied gas units**

*Document:* ECE/TRANS/WP.11/2013/19 (France)

56. The proposal outlined a procedure for measuring the capacity of single temperature or multi-temperature refrigeration units using liquefied gas as the source of cold. Germany said it had received the translation of the document late and had not had adequate time to take a position on it. Countries were invited to send their comments on the document to France so that it could submit a revised document for the next session.

57. The voting on the proposal was 3 in favour (Belgium, France and Portugal) and one against (Germany).

**10. Modification of ATP certificate to require more information about insulated boxes**

*Document:* ECE/TRANS/WP.11/2013/14, part I (Italy)

58. WP.11 adopted the proposal requiring additional information in the certificate of compliance for insulated boxes including the manufacturer of the body, the mark/model and the month and the year of construction and agreed that certificates issued before the entry into force of the amendment to the certificate should remain valid until their original date of expiry (see annex I).

59. The voting on the proposal was 11 in favour (Belgium, Denmark, Finland, France, Germany, Italy, Latvia, Netherlands, Portugal, Spain and United Kingdom) and none against.

**11. Variation of inside surface area allowed in the ATP**

*Document:* ECE/TRANS/WP.11/2013/15 (Netherlands)

60. The discussion document questioned whether a different rule to the 20% variation in inside surface area should be allowed for smaller-sized bodies. The countries that spoke said they did not recognise the problem raised or agree to the need for different rules for smaller-sized bodies.

**12. References to standards in the ATP and its annexes**

*Document:* ECE/TRANS/WP.11/2013/16 (Netherlands)

61. WP.11 had a wide-ranging discussion on references to standards in the ATP. It was stressed that standards change often and consequently need updating. It was also underlined

that a differentiation should be made between standards that are mandatory and those that are not. The Russian Federation stated that there should be a general reservation in the ATP to the effect that standards are only applicable in countries to which they apply.

62. WP.11 voted on the proposals in the document including those to amend WP.11's rules of procedure to include provisions regarding the inclusion of new standards in the ATP and to establish an informal working group to evaluate references proposed for adoption and to check if existing references are still valid. The voting was two in favour (Italy and Netherlands) and one against (Russian Federation). The Russian Federation was invited to prepare a document for the next session explaining its position on this issue. It was agreed, however, that the issue of checking standards was important and should be kept on the agenda.

### **13. Equipment used for both refrigerating and heating**

*Informal document:* INF.3 (Russian Federation)

63. WP.11 invited the representative of the Russian Federation to submit an official document to the next session introducing provisions for equipment which could be used for both refrigerating and heating and taking into account the two new classes of heating equipment that had been adopted.

64. WP.11 invited the secretariat to send the draft amendments it had adopted which were contained in annex I to the present report as well as the corrections in annex II to the United Nations Treaty Section for official notification to ATP Contracting Parties.

## **VII. ATP Handbook (agenda item 6)**

65. WP.11 was informed that the latest version of the ATP Handbook could be found on the Transport Division website in English, French and Russian at the following link: [http://www.unece.org/trans/main/wp11/atp\\_handbook.html](http://www.unece.org/trans/main/wp11/atp_handbook.html).

### **1. Modifications to equipment which require the issuance of a new certificate**

*Document:* ECE/TRANS/WP.11/2013/18 (France)

66. The proposal was to add a table after paragraph 1 of appendix 1 of annex 1 listing the modifications to equipment which required the issuance of a new certificate. Two countries expressed their opposition to including such a list and one said it was non-exhaustive and that it was up to the competent authority to decide.

67. The voting on the proposal was 2 in favour (France and the Russian Federation) and five against (Denmark, Finland, Germany, Netherlands and Portugal).

### **2. Acceptable changes to insulated equipment**

*Document:* ECE/TRANS/WP.11/2013/10, part I (Germany)

*Informal documents:* INF.9 (Finland) and INF.15 (Germany)

68. WP.11 agreed to introduce a comment in annex 1, appendix 1 regarding acceptable changes to insulated equipment (see annex III). The voting was 6 in favour (Finland, France, Germany, Poland, Portugal and United States) and none against.

### **3. Acceptable changes not requiring issuance of a new certificate**

*Document:* ECE/TRANS/WP.11/2013/21, part I (France)

69. The proposal was to add explanatory comments and a table in appendix 1 of annex 1 regarding changes to equipment that did not require the issuance of a new certificate as had been requested by a number of testing stations. It was questioned how this proposal related

to the proposal made in ECE/TRANS/WP.11/2013/18. The voting was 1 in favour (France) and five against (Belgium, Denmark, Germany, Netherlands and Portugal).

**4. Treatment of electrical units**

*Document:* ECE/TRANS/WP.11/2013/21, part II (France)

70. The proposal to add a table in appendix 1 of annex 1 clarifying the treatment under the ATP of a diverse range of electric units was not accepted. The voting was 2 in favour (France and Poland) and 3 against (Denmark, Germany and Netherlands).

**5. Testing of multi-temperature equipment**

*Document:* ECE/TRANS/WP.11/2013/11, part I (France)

71. The proposal for the ATP Handbook was not discussed since the corresponding amendment to the ATP regarding testing of in-service multi-temperature equipment had not been adopted.

**6. Distinguishing marks for multi-temperature equipment**

*Documents:* ECE/TRANS/WP.11/2013/4 (Portugal)  
ECE/TRANS/WP.11/2013/11, part II (France)

72. The proposals for the ATP Handbook were not discussed since corresponding amendments to the ATP regarding the distinguishing mark for multi-temperature equipment had not been adopted.

**VIII. Scope of ATP (agenda item 7)**

*Documents:* ECE/TRANS/WP.11/2012/8 (Russian Federation)  
ECE/TRANS/WP.11/2013/20 (France)

73. WP.11 recalled its discussion on the proposal by the Russian Federation to add a definition of perishable foodstuffs to ATP as reflected in paragraphs 33 and 34 of the present report and on the proposal by France to extend the scope of ATP to cover national transport of perishable foodstuffs in paragraphs 40 and 41.

**IX. Energy labelling, refrigerants and blowing agents (agenda item 8)**

*Document:* ECE/TRANS/WP.11/2013/3, part II (Secretariat)

74. WP.11 adopted the proposal to modify WP.11's rules of procedure (ECE/TRANS/WP.11/222/Add.1) by requiring that proposals to amend ATP should include an assessment of the environmental impact of the proposal in addition to the cost, feasibility and enforceability justifications (see annex IV). The representative of France said that it would be better to use examples in the proposed text which showed a positive environmental impact.

## **X. Programme of work and biennial evaluation (agenda item 9)**

*Document:* ECE/TRANS/WP.11/2013/2 (Secretariat)

75. WP.11 discussed the draft accomplishment accounts prepared by the secretariat for its work in 2012-2013 and adopted the proposed biennial evaluation for 2014-2015 with a number of revisions (see annex V).

## **XI. Election of officers (agenda item 10)**

76. WP.11 elected Mr. Telmo Nobre (Portugal) as Chairman and Mr. Eric Devin (France) and Mr. Kees de Putter (Netherlands) as Vice-Chairmen for its seventieth session in 2014. WP.11 thanked the officers and the secretariat for their work.

## **XII. Other business (agenda item 11)**

### **1. Trade in meat in the UNECE region**

*Informal document:* INF.10 (Secretariat)

77. WP.11 took note of the work of the secretariat on a paper on trade in meat in the UNECE region and in Morocco and Tunisia which are both ATP contracting parties. Meat had been selected since it had to be carried in ATP equipment and the volume carried was a good indication of the extent of ATP transport. Delegates were requested to send their comments and advice on improving the paper and making it more relevant to the work of WP.11 to the secretariat by email.

### **2. Dates of the seventieth session**

78. WP.11 was informed that the dates of 7-10 October 2014 had been reserved for the seventieth session of WP.11. The deadline for submission of documents is 4 July 2014.

### **3. Tributes**

79. WP.11 was informed that two of its long-term representatives had retired. Mr. Frans van der Rijst, who had represented Sweden in WP.11 and other UNECE expert groups dealing with transport for more than 30 years, and Mr. Inigo Elorza Cavengt who had represented Spain in WP.11 for many years. WP.11 expressed its profound appreciation to them and wished them a long and happy retirement.

### **4. Other issues**

80. The Chairman said that it was important that the IIR subcommission on refrigerated transport provided strong technical support to WP.11 particularly by prior examination of very technical amendment proposals. He encouraged all countries to send delegates to the meetings of the subcommission. The Chairman of the subcommission announced that the 2014 meeting would be held in Italy.

81. The Chairman of the IIR Scientific Committee announced that the third international conference on sustainability and the cold chain would be held in London from 23 to 25 June 2014.

### **XIII. Adoption of the report (agenda item 12)**

82. WP.11 adopted the report on its sixty-ninth session on the basis of a draft prepared by the secretariat.

## Annex I

### Proposed amendments to the ATP

#### 1. Annex 1, paragraph 4

In the first sentence of paragraph 4, add the following text:

- “-30° C in the case of class C heated equipment;
- 40° C in the case of class D heated equipment.”

Amend the last sentence of paragraph 4 to read as follows:

“The K coefficient of equipment of classes B, C and D shall in every case be equal to or less than 0.40 W/m<sup>2</sup>.K.”

#### 2. Annex 1, appendix 1, paragraph 3 (b)

Amend the last sentence to read as follows:

“This certificate will be treated as a provisional certificate if necessary with a maximum validity of six months”.

#### 3. Annex 1, appendix 1, paragraph 6 (c) (i)

Add the following text and footnote at the end:

- “minor and limited modifications of added or exchanged interior and exterior fittings may be permitted:\*
- if the equivalent volume of accumulated insulation material of all such modifications is less than 1/100th of the total volume of the insulating material in the insulated unit;
- if the K coefficient of the tested reference equipment, corrected by a calculation of the added thermal losses, is less than or equal to the K coefficient limit of the category of the equipment; and
- if such modifications of interior fittings are carried out using the same technique, particularly as concerns glued fittings.

All modifications shall be done by or be approved by the manufacturer of the insulated equipment.

\* The present provisions regarding minor and limited modifications apply to equipment manufactured after the date of their entry into force (date to be included).”

#### 4. Annex 1, appendix 2

In paragraph 6.3, amend the text in brackets to read as follows:

“(a difference of 22 K in the case of class A, 32 K in the case of class B, 42 K in the case of class C and 52 K in the case of class D)”

#### 5. Annex 1, appendix 2

Reverse the order of sections 7 and 8 and renumber them accordingly.

**6. Annex 1, appendix 3A**

In item 3 of the model certificate, replace “Insulated box serial number” by “Insulated box MARK, MODEL, SERIAL NUMBER, MONTH AND YEAR OF MANUFACTURE”

Add the following sentence at the beginning of footnote 15:

*“Write the mark, model, serial number of the manufacturer and month and year of manufacture of the insulated body.”*

Add a transitional provision to read as follows:

“Certificates of compliance issued before the date of entry into force of the modification to item 3 of the model certificate (date to be included) shall remain valid until their original date of expiry.”

**7. Annex 1, appendix 3A**

In footnote 4 to the model certificate of compliance, replace the first sentence by the following text: “The test procedure for new multi-temperature equipment appears in section 7 of annex 1, appendix 2. A test procedure for in-service multi-temperature equipment has not yet been determined.”

**8. Annex 1, appendices 3B and 4**

In the model certification plate and distinguishing mark, replace “02-2011” by “02-2020”.

**9. Annex 1, appendix 4**

Add the following text at the end of the table:

Equipment	Distinguishing mark
...	...
“Class C heated equipment with heavy insulation	CRC
Class D heated equipment with heavy insulation	CRD”

## **Annex II**

### **Corrections to the ATP**

- 1. Annex 1, appendix 2, paragraph 2.1.4**  
Not applicable to the English text.
- 2. Annex 1, appendix 2, 4.3.2, last paragraph**  
*For ISO 971 read ISO 917*
- 3. Annex 1, appendix 3A, footnote 8**  
*For fuel read refrigerant*

## Annex III

### Additions to the ATP Handbook

Insert the following comment after the new amendment to annex 1, appendix 1, paragraph 6 (c), (i):

“Recessed interior and exterior fittings mentioned in a test report count as a reduction in the volume of insulating material, and the sum of these volumes may be used for any other minor modifications no matter where they are situated in the unit, as long as the following conditions are met:

- the thickness of the remaining insulation material is not less than that of the tested reference equipment at the locations of the fittings; and
- the minimum thickness of the remaining insulation material may be locally reduced but shall be at least 20mm.

In case of modifications, screwed fittings shall be carried out so as to prevent the occurrence of humidity and icing of the modified components.”

(ECE/TRANS/WP.11/228, para. 68)

## **Annex IV**

### **Modification to the rules of procedure of WP.11 (ECE/TRANS/WP.11/222/Add.1)**

In paragraph 4 of the annex and in the appendix, insert the following new text after “Feasibility”:

“Environmental impact: Will the proposed amendment have any environmental implications, for example in terms of reduced fuel consumption or increased insulating capacity?”

## Annex V

### Proposed biennial evaluation for 2014-2015

<i>Cluster</i>	<i>Expected accomplishments</i>	<i>Indicators of achievement</i>
Transport of perishable foodstuffs	Enhanced and updated international requirements for the transport of perishable foodstuffs	<p>(a) Percentage of total of non-editorial amendment proposals adopted by WP.11</p> <p>Performance measures: Estimation: 2012-2013: 10% Target: 2013-2014: 25%</p> <p>(b) Total number of Contracting Parties to the ATP Agreement</p> <p>Performance measures: Baseline: 2013: 48 Target: 2014-2015: 50</p> <p>(c) Number of countries replying to the questionnaire on the implementation of the ATP</p> <p>Performance measures: Baseline: 2013: 16 Target: 2014-2015: 20</p>