



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/WP.11/210  
15 November 2004

ENGLISH  
Original: FRENCH

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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport  
of Perishable Foodstuffs

**REPORT OF THE WORKING PARTY ON ITS SIXTIETH SESSION**

**(2-5 November 2004)**

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## **ATTENDANCE**

1. The following member States of the United Nations Economic Commission for Europe were represented: Belgium; Czech Republic; Denmark; Finland; France; Germany; Hungary; Ireland; Italy; Latvia; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovakia; Spain; Sweden; United Kingdom of Great Britain and Northern Ireland. The intergovernmental organization, International Institute of Refrigeration (IIR) and the following non-governmental organizations also took part in the meeting: Liaison Committee of Coachwork and Trailer Builders (CLCCR); Transfrigoroute International (TI).

## **ADOPTION OF THE AGENDA**

2. The provisional agenda (TRANS/WP.11/209 and TRANS/WP.11/2004/11) was adopted.

## **ELECTION OF OFFICERS**

3. The Working Party elected Mr. M. Eilsoe (Denmark) as Chairman and Mr. B. Schrempf (Germany) as Vice-Chairman of the sixtieth session.

## **ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY**

### **(a) Inland Transport Committee**

Document: ECE/TRANS/156

4. The Working Party was informed that the Inland Transport Committee had approved the report of the Working Party on its fifty-ninth session.

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

5. The Working Party was informed about the appearance of a new publication by the Working Party on Agricultural Quality Standards (TRADE/WP.7) on the UNECE standard for bovine carcasses and cuts (ECE/TRADE/326).

6. The standards drafted by the Working Party concerning meat were available at the Internet address: <http://www.unece.org/trade/agr/standard/meat/meat.htm> and those concerning fresh fruit and vegetables at the address: [http://www.unece.org/trade/agr/standard/fresh/fresh\\_e.htm](http://www.unece.org/trade/agr/standard/fresh/fresh_e.htm).

## **ACTIVITIES OF THE OTHER INTERNATIONAL ORGANIZATIONS DEALING WITH PROBLEMS OF INTEREST TO THE WORKING PARTY**

### **(a) International Institute of Refrigeration (IIR)**

Document: TRANS/WP.11/2004/10

7. The representative of IIR informed the Working Party about the discussions at the meeting of Sub-Commission D2 on testing stations which had taken place in Tartü (Estonia) in May 2004.

8. The IIR document would be discussed under the various pertinent items of the agenda.

9. With regard to paragraph 2 of this document concerning safety coefficients and the K-value, a lengthy discussion revealed the existence of two different approaches to the interpretation of the limit values  $0.4 \text{ W/m}^2 \cdot \text{K}$  and  $0.7 \text{ W/m}^2 \cdot \text{K}$ .

10. Most delegations were of the opinion that these values were for new equipment only while the renewal of the approval for equipment in service was governed by annex 1, appendix 2, paragraphs 29 and 49 of ATP.

11. The representative of Portugal introduced an informal document which showed the ageing of bodies and said that the equipment would no longer be profitable after an average of six years in service.

**(b) Transfrigoroute International**

12. The representative of Transfrigoroute International expressed the hope that the Contracting Parties would succeed in harmonizing their interpretations of ATP in order to prevent operators from making for countries which were less stringent with regard to checks and safety measures.

**IMPLEMENTATION OF THE AGREEMENT ON THE INTERNATIONAL CARRIAGE OF PERISHABLE FOODSTUFFS AND ON THE SPECIAL EQUIPMENT TO BE USED FOR SUCH CARRIAGE (ATP)**

**(a) Information on the status of application of the Agreement**

13. To date the following States had become Parties to the Agreement: Austria; Azerbaijan; Belarus; Belgium; Bosnia and Herzegovina; Bulgaria; Croatia; Czech Republic; Denmark; Estonia; Finland; France; Georgia; Germany; Greece; Hungary; Ireland; Italy; Kazakhstan; Latvia; Lithuania; Luxembourg; Monaco; Morocco; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Serbia and Montenegro; Slovakia; Slovenia; Spain; Sweden; The former Yugoslav Republic of Macedonia; United Kingdom; United States of America; Uzbekistan.

14. Switzerland had signed the Agreement but had not yet ratified it.

**(b) Testing stations officially designated by the competent authorities of countries Parties to ATP and whose test reports might be used for the issue of ATP certificates**

Document: TRANS/WP.11/2003/2/Rev.1

15. The Working Party was informed of new changes in the addresses of competent authorities and testing stations.

16. The Working Party took note of document TRANS/WP.11/2003/2/Rev.1 and invited the delegations of Contracting Parties to transmit additional information concerning the competent authorities issuing certificates of compliance, officially recognized testing stations and addresses of bodies to contact in the event of problems, with a view to updating this document.

**(c) Exchange of information among Parties under article 6 of ATP**

Document: TRANS/WP.11/2004/6 (United Kingdom)

17. The Working Party took note of the information submitted by the United Kingdom concerning the strict application of food standards at each stage of the food chain, with condemnation of products unfit for consumption and heavy penalties for carriers who did not comply with the standards. In addition, some United Kingdom operators used ATP as a quality standard when purchasing equipment, but did so on a purely voluntary basis.

18. The representative of Poland said that of the 2,711 ATP vehicles inspected in Poland between June 2003 and June 2004, 128 were in breach of the ATP Agreement.

19. The Working Party decided to keep this issue on its agenda and invited the competent authorities to send the secretariat their replies to the questionnaire (see annex 1 to the report) by 1 May 2005.

20. It expressed concern with regard to the information about the falsification of ATP certificates.

21. The representative of Germany said that his country was studying means of securing ATP documents and plates.

22. The representative of France said that the best means of securing them would be to put the list of all vehicles with ATP certificates on the Internet.

23. It was decided to include the question of securing documents under a separate agenda item for the next session.

24. In order to limit inspection costs for manufacturers and carriers, the representative of France considered that there was an urgent need to arrive at a form of harmonization that could lead to the mutual acceptance of the inspections carried out by the competent authorities or their agents.

25. He proposed that an informal working group should be set up to report to WP.11 with the mandate of determining the criteria for harmonizing the issue of ATP certificates, which in many countries was subject to a global or individual inspection of the vehicles.

**AMENDMENTS TO THE AGREEMENT ON THE INTERNATIONAL CARRIAGE OF PERISHABLE FOODSTUFFS AND ON THE SPECIAL EQUIPMENT TO BE USED FOR SUCH CARRIAGE (ATP) WHICH HAVE ENTERED INTO FORCE**

26. The draft amendments to annex 1, appendix 2 to ATP, adopted by the Working Party at its last session (TRANS/WP.11/208, para. 37 and annex 2) were circulated by the depositary (see C.N.1535.2003.TREATIES-7). They would enter into force on 19 December 2004 (see C.N.646.2004.TREATIES-1).

27. The draft amendments to annex 1, appendices 2 and 4 and to annex 3 to ATP, adopted by the Working Party at its fifty-eighth session (TRANS/WP.11/206, paras. 36 and 48 and annexes 2 and 3) were circulated by the depositary (see C.N.228.2003.TREATIES-2). They would enter into force on 12 December 2004 (see C.N.616.2004.TREATIES-1).

**PROPOSED AMENDMENTS TO THE AGREEMENT ON THE INTERNATIONAL CARRIAGE OF PERISHABLE FOODSTUFFS AND ON THE SPECIAL EQUIPMENT TO BE USED FOR SUCH CARRIAGE (ATP)**

**(a) Annex 1, appendix 1, paragraph 2 (c)**

Document: TRANS/WP.11/2004/8 (France)

28. The representative of France proposed that the rules should be clarified concerning the permitted tolerances for the addition of embedded components in relation to the test reports, so that such practices did not lead to unfair practices or to abuses that might compromise the safety of the foodstuffs carried.

29. He considered that embedded components did not generate significant heat losses when the thickness of the insulating material in respect of such components was adequate and when there were few of them; they did not cause a perceptible increase in the K coefficient.

30. Several speakers stressed the useful nature of this proposal, which had the merit of legalizing current practice regarding embedded components.

31. The Working Party adopted this proposal with some drafting changes.

32. It decided to include it as a new paragraph 2 (d) and requested the secretariat to transmit it to the depositary (see annex 2).

**(b) Annex 1, appendix 1 to ATP**

Annex 1, appendix 1, paragraph 4

Documents: TRANS/WP.11/2004/5 (Denmark), INF.4 (Netherlands)

33. At its last session the Working Party had asked the Chairman to prepare a document on the interpretation of annex 1, appendix 1, paragraph 4 (see TRANS/WP.11/208, para. 72).



34. The existing wording might give the impression that the ATP certificate or any certification plate that might be mounted was only to be used for equipment in use being transferred to another country, carrying foodstuffs at the same time (... *during carriage* ...).
35. With a view to clarification, the Chairman (Mr. M. Eilsoe) proposed that the text of the paragraph should be reworded, as had been agreed on many occasions, to read “registered or recorded” as in the French version and not “registered and recorded”.
36. The Working Party adopted the proposal contained in document TRANS/WP.11/2004/5 with some drafting changes and requested the secretariat to transmit it to the depositary (see annex 2).

**(c) Annex 1, appendix 2 to ATP**

Paragraph 29 (c)

Documents: TRANS/WP.11/2004/1 (Spain), TRANS/WP.11/2004/8 (France)

37. The representatives of Spain and France said that there was a need to clarify the ambiguity with regard to the frequency of inspections of ATP equipment, bearing in mind the fact that visual inspections by an expert appointed by the competent authority were not satisfactory, for example, in the objective evaluation of the ageing of the insulating properties of a vehicle after several years of service.
38. They considered that, above a certain age, the ageing of the equipment was sufficiently uncertain for an inspection other than visual to become necessary and to concern all the components constituting the equipment (body and unit).
39. The representative of Transfrigoroute International considered that the draft amendment submitted was not realistic and that it had adverse consequences in both economic and environmental terms.
40. He said that the ageing curve of ATP equipment was not accurately known since everything depended on the conditions of use of the equipment; he was against a specific limit for the lifetime of the equipment.
41. The representatives of Spain and France reworded the last paragraph of the proposal contained in document TRANS/WP.11/2004/1 as follows:

“Nevertheless, if it is required by the competent authority, the equipment mentioned in the above two cases, instead of undergoing a K-value test in an approved test station, may undergo a special inspection performed by an expert, who may with the criteria set out in paragraph 29 (a) accord a period of 2 years after which the equipment shall undergo in any case a K-value test.”

42. They said that two years after the implementation of the proposed measure, it could be reconsidered by the Working Party on the basis of the technical results obtained.

43. The two countries were requested to reword their proposal for the next session, referring in each instance to the relevant parts of ATP.

Annex 1, appendix 2, paragraph 49 (b)

Document: TRANS/WP.11/2004/9 (Germany)

44. The representative of Germany pointed out that the cooling capacity of the refrigeration unit, and consequently the cooling-down time, depended on the outside temperature, and that the existing text, which was limited to prescribing that the ambient temperature during the test should not be lower than 15° C and that the internal temperature for a given class must be reached within a maximum period of six hours, should be expanded.

45. He proposed a detailed table of average outside temperatures for classes A, B and C so that different results would not be obtained for the same unit and therefore a different classification at different ambient temperatures.

46. Several delegations said that they supported the principle of this proposal, but some said that they would like to have more time to evaluate its economic consequences, particularly with regard to the fleet of equipment in service.

47. The representative of Germany requested a rapid decision, particularly as the subject was not a new one and the experts had supposedly been dealing with it for three years.

48. The representatives of Germany and France were requested to reword the proposed text, taking into account the comments made, to combine it with the procedure set out in document TRANS/WP.11/2003/6 and to provide details of the methods on which the figures in the table were based.

49. The Working Party then took a vote on the principle of the proposal by Germany as amended by France; no representative voted against it.

50. It also took a vote on the final adoption of this proposal: there were 4 votes against (Denmark, Netherlands, Poland and United Kingdom) and 9 abstentions (Czech Republic, Finland, Ireland, Latvia, Norway, Romania, Russian Federation, Slovakia and Slovenia).

51. The Working Party decided to keep this matter on its agenda and requested IIR, which had already adopted the proposal submitted by Germany, to transmit to the Working Party the relevant results of its forthcoming meeting as soon as possible.

52. It also invited participants to send their comments concerning the revised proposal (see annex 3) to the representatives of France and Germany so that a final decision could be taken at the next session.

**(d) Annex 2, appendices 1 and 2**

Documents: TRANS/WP.11/2004/7, INF.3 (United Kingdom);  
TRANS/WP.11/2004/10 (IIR), INF.6 (Netherlands)

53. The representative of the United Kingdom said that, since the introduction of appendix 1 to annex 2 in 1996, the following standards had been drafted and adopted by the European Committee for Standardization (CEN):

- EN 13485:2001, *Thermometers for measuring the air and product temperature for the transport, storage and distribution of chilled, frozen, deep-frozen/quick-frozen food and ice cream*, and
- EN 13486:2001, *Thermometer recorders and thermometers for the transport, storage and distribution of chilled, frozen, deep-frozen/quick-frozen food and ice cream*.

54. He informed the Working Party that the European Commission had drafted a new directive to amend and replace Directive 92/1/EC and that he had decided to withdraw his proposal and to submit it at the next session with further explanations.

**PROCEDURES FOR THE APPROVAL OF MULTI-COMPARTMENT  
MULTI-TEMPERATURE VEHICLES**

55. The Working Party was informed that tests were continuing at the TÜV testing station (Munich) to draft test procedures for multi-temperature refrigeration units.

56. The representatives of France and CLCCR said that they would like to be associated with the drafting of the test procedures.

57. The Working Party kept the matter on the agenda for its next session.

**REVISION OF ANNEX 1 TO ATP**

Document: TRANS/WP.11/2004/4 (Secretariat)

58. The Working Party was requested to check carefully the new revised version of annex 1 to ATP it had adopted at its previous session.

59. The secretariat was requested to publish the revised annex 1 as an annex to this report with some drafting changes (see annex 3) and to transmit it to the depositary.

**ATP HANDBOOK**

Documents: TRANS/WP.11/2003/11 (Secretariat), TRANS/WP.11/2004/10 (IIR),  
INF.7 (Finland)

60. The Working Party adopted the principle of the IIR proposal to add a glossary to the ATP Handbook based on the IIR International Dictionary of Refrigeration.

61. The representative of France offered to prepare the glossary in English and French.

62. The representative of Finland pointed out that in the majority of cases the requirements of paragraph 2 (c) (i) of annex 1, appendix 1 to ATP, were not complied with and that this situation originated with the manufacturers of insulated bodies.

63. In addition, it would be useful to have the same interpretation of this paragraph and there was therefore a need for a clarification that was flexible while continuing to ensure good temperature regulation for the equipment.

64. The representative of Finland was invited to submit his informal document as an official document for the next session, taking into account the comments made by the delegations.

### **FACILITATION OF TRANSPORT OF PERISHABLE FOODSTUFFS**

65. The Working Party was informed that the draft annex on facilitation of international transport of perishable foodstuffs was scheduled for adoption in 2005 by the Administrative Committee of the “International Convention on the Harmonization of Frontier Controls of Goods”.

### **SCOPE OF ATP**

66. The Working Party kept this question on the agenda for its next session.

### **KIT BODIES**

Documents: TRANS/WP.11/2004/2 (CLCCR), TRANS/WP.11/2004/10 (IIR),  
INF.5 (Netherlands), INF.8 (Spain), INF.10 (CLCCR)

67. The Working Party considered a revised version of the proposal by CLCCR (TRANS/WP.11/2004/2), amended by informal document INF.10.

68. This proposal defined the concepts used and specified the requirements with which the kit manufacturer and the assembler must comply and the documents to be furnished to the competent authority for ATP approval in the country of registration.

69. It also proposed a model declaration by the manufacturer certifying that the kit body conformed to the type referred to in the ATP type test report.

70. It was recalled that IIR’s position was that it approved the CLCCR proposal which it considered to be of very high technical quality and in compliance with the provisions of ATP. Several testing stations, however, did not wish for a new approval procedure to be applied to equipment of this type. In their opinion, such equipment should be approved in accordance with ATP’s standard procedures, by the country in which it was assembled.

71. The representative of Spain said that he could not accept the proposal unless it was specified each time whether reference was to manufacturers or assemblers of Contracting Parties to ATP only, and unless the last sentence of article 2 of ATP was deleted. This stipulated that “Each Contracting Party may recognize the validity of certificates of compliance issued in conformity with the requirements of annex 1, appendices 1 and 2, to this Agreement by the competent authority of a State not a Contracting Party.”

72. The representative of Portugal noted that the competent authority of the country of registration must be able to test the prototype of the bodies and CLCCR pointed out that the draft stipulated that “The competent ATP Authority may inspect [or check] each equipment [by applying paragraphs 29 (6) and 49 (b) (7)], prior to issuing an ATP certificate.”

73. Some delegations expressed support for the CLCCR proposal by pointing out that in practice kit bodies had already been in existence for a long time and that it would be better to have this proposal than the current legal vacuum.

74. The Working Party invited the representative of Spain to submit a proposal to amend article 2 as an official document for the next session.

75. It also invited the representative of CLCCR to submit her document to the next session, taking into account the comments made and in particular the drafting changes by the representative of Sweden.

### **REFRIGERANTS AND BLOWING AGENTS**

76. The Working Party kept this question on the agenda for its next session.

### **COMPATIBILITY BETWEEN ATP AND COMMUNITY LEGISLATION**

77. The Working Party was informed that Community Directive 92/1/EC was in the process of amendment.

78. This question was kept on the agenda for the next session.

### **OTHER BUSINESS**

#### Clarifications

79. The representative of the Russian Federation said that his document TRANS/WP.11/2004/3 contained 12 issues that merited clarification. The matter was entrusted to a small group chaired by the Vice-Chairman. The group answered the questions raised to the satisfaction of the delegation of the Russian Federation.

#### Accreditation of laboratories

80. The representative of France said that the accreditation of testing stations was essential for making mutual recognition possible based on the harmonization of working methods, thus avoiding any conflicts between laboratories.

81. He added that standard ISO 17025 governing accreditation covered both the quality management criteria defined by ISO 9001 and also the criteria defined by EN 45001.

82. For the representative of France, it would be necessary to avoid conflicts that could emerge, for example, between the results of tests obtained by the official testing station of the country manufacturing the equipment and those obtained by the official testing station of the country of registration of the equipment (application of annex 1, appendix 1, paragraph 1 of ATP).

83. The representative of Spain said that an accreditation body like those of Germany and France existed in his country.

84. The representative of Italy said that similar bodies were to be found in most of the countries of the European Union.

#### Maritime container

85. The representative of Spain informed the Working Party that Spain was in the process of making a full study of the carriage of perishable foodstuffs by sea and that for the next session he would submit a proposal on containers with thermal characteristics classified as maritime containers as referred to in article 5 of ATP.

#### **PROGRAMME OF WORK FOR 2004-2008**

86. The Working Party was informed that the Inland Transport Committee had adopted its programme of work for 2004-2008.

87. It made a few changes to the programme of work (see annex 4).

88. The Working Party reviewed the strategic objectives of the Inland Transport Committee (TRANS/2004/18 and TRANS/2004/19).

89. It was requested to review the table reproduced in document TRANS/2004/19 in order to identify the issues which could be added to its programme of work and agree on the wording of the programme activity to be included (ECE/TRANS/156, para. 14).

90. The Working Party decided that activities “(e) Study of the procedures for energy labeling” and “(g) Compatibility between European legislation and ATP” corresponded to objectives 5 and 4 respectively of the Inland Transport Committee.

#### **DATE OF THE NEXT SESSION**

91. The Working Party was informed that the dates of the sixty-first session had provisionally been scheduled for 31 October to 3 November 2005.

#### **ELECTION OF OFFICERS FOR THE NEXT SESSION**

92. The Working Party elected Mr. T. Nobre (Portugal) as Chairman and Mr. J.-M. Bonnal (France) as Vice-Chairman for 2005.

#### **ADOPTION OF THE REPORT**

93. The Working Party adopted the report on its sixtieth session, with its annexes.

\* \* \*

**Annex 1**

**QUESTIONNAIRE ON EXCHANGE OF INFORMATION BETWEEN CONTRACTING PARTIES  
UNDER ARTICLE 6 OF ATP**

**1.1 Exchange of information between ATP member States (article 6 (1) of the ATP Agreement) (to be completed by 1 May 2005)**

Member State ..... Competent authority .....

Contact person ..... Tel./Fax .....

<b>Who carries out the measures? How often?</b>	<b>What is checked?</b>	<b>Consequences in the case of non-compliance with article 4 (1) of ATP</b>
<ul style="list-style-type: none"> <li>* traffic police frequency<sup>1</sup> _1_2_3_4_5</li> <li>* road/rail control authority frequency<sup>1</sup> _1_2_3_4_5</li> <li>* customs authority frequency<sup>1</sup> _1_2_3_4_5</li> <li>* authority for the inspection of foodstuffs frequency<sup>1</sup> _1_2_3_4_5</li> <li>* others * .....</li> <li>* .....</li> </ul>	<ul style="list-style-type: none"> <li>* Validity of the ATP Certificate (certification plate)</li> <li>* Validity of the distinguishing mark</li> <li>* Damage to the transport equipment</li> <li>* Inspection of the suitability of the transport equipment for the goods to be carried</li> </ul>	<ul style="list-style-type: none"> <li>* Rejection by the control authority</li> <li>* Note in the freight documents and continuation of journey</li> <li>* Report to a competent health authority (Designation of the authority ...)</li> <li>* Inspection of the foodstuffs</li> <li>* Release/seizure/rejection</li> <li>* Fine for an administrative offence</li> <li>* Amount of the fine about .....<sup>2</sup></li> <li>* Information from the country of registration (article 6 (2) of ATP)</li> <li>* Other measures .....</li> <li>* .....</li> </ul>
Remarks/amendments:		
<p><sup>1</sup> <i>Distribution of frequency from 1 = rarely to 5 = regularly.</i></p> <p><sup>2</sup> <i>Please indicate range of the amount of the fine in the national currency.</i></p>		

**1.2 Statistics on checks for compliance with the ATP Agreement in the year ...<sup>1</sup> (optional)**

Number of checks under article 6 of ATP	road/railway checks ..... border checks ..... ..... checks during loading and unloading (by official veterinary authorities) ..... .....
Number of detected breaches of ATP <sup>2</sup>  <div style="text-align: center;"><u>including:</u></div>	(total): ..... domestically registered vehicles ..... vehicles registered in foreign countries .....
The highest percentage of defective vehicles was ...%.	The vehicles were from ..... (name of country of registration)
Remarks/amendments: .....	
<sup>1</sup> Please indicate the year of the data.	
<sup>2</sup> Without differentiation as to whether the checks were made on roads, at borders or during loading and unloading.	



**Annex 2****TEXTS ADOPTED****Annex 1, appendix 1 to ATP****Paragraph 2**

Add a new (d) to annex 1, appendix 1, paragraph 2 as follows:

- “(d) Modifications causing a reduction in the volume of the insulating material which are additional to the components stated in the manufacturer’s original type approval test report shall be allowed if they meet the following three conditions:
- the equivalent volume of accumulated insulating material of all components is less than 1/100th of the total volume of insulating material in the insulated unit;
  - the minimum thickness of the remaining insulating material in terms of the components is 20 mm or more;
  - are fitted by the body manufacturer.”

and renumber existing (d) as (e).

**Paragraph 4**

Amend to read as follows:

- “4. A certificate of compliance with the standards shall be issued by the competent authority of the country in which the equipment is to be registered or recorded. This certificate shall conform to the model reproduced in appendix 3 to this annex.

The certificate of compliance, or a certified true photographic copy thereof, shall be carried on the equipment during carriage to be produced whenever so required by control authorities. However, if a certification plate, as reproduced in appendix 3 to this annex, is fixed to the equipment, the certification plate of compliance shall be recognized as equivalent to a certificate of compliance. Certification plates of compliance shall be removed as soon as the equipment ceases to conform to the standards laid down in this annex.

In the case of equipment transferred to another country, which is a Contracting Party to ATP, it shall be accompanied by the following documents so that the competent authority of the country in which the equipment is to be registered or recorded can issue a certificate of compliance:

- (a) in all cases, the test report - of the equipment itself or, in the case of serially produced equipment, of the reference equipment;
- (b) in all cases, the certificate of compliance issued by the competent authority of the country of manufacture or, for equipment in service, the competent authority of the country of registration. This certificate will be treated as a provisional certificate valid, if necessary, for three months;
- (c) in the case of serially produced equipment, the technical specification of the equipment to be certified (this specification must cover the same items as the descriptive pages concerning the equipment which appears in the test report).

In the case of equipment transferred after it has been in use, the equipment may be subject to a visual inspection to confirm its identity before the competent authority of the country, in which it is to be registered or recorded, issues a certificate of compliance.”

#### **Annex 1 to ATP, revised**

(TRANS/WP.11/2004/4)

Amend to read:

#### **Page 5**

Paragraph 4: delete “Classification”.

#### **Page 8**

Paragraph 1.7: in the third subparagraph, replace “thermal capacity” by “heating or cooling capacity”.

#### **Page 56**

The last square brackets read: “[02-2011]\*”.

#### **Page 58**

Replace “RNA 5-1974” by “FRC 02-2011”, then in the last line: “2011 = year”.

**Annex 3****Annex 1, appendix 2, paragraph 49 (b) of ATP**

Amend as follows:

“(b) Mechanically refrigerated equipment

It shall be verified that, when the outside temperature is not lower than +15° C, the inside temperature of the empty equipment, which has been previously brought to the outside temperature, can be brought within a maximum period of 6 hours in the case of equipment in classes A, B, C, D, E and F as defined in annex 1, paragraph 3, to the temperatures prescribed in the following table:

Mean outside temperature	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	° C
Class A, D	180	172	164	156	148	140	132	124	116	108	100	92	84	76	68	60	min.
Class B, E	270	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	min.
Class C, F	360	348	336	324	312	300	288	276	264	252	240	228	216	204	192	180	min.

If the results are favourable, the equipment may be kept in service as mechanically refrigerated equipment of its initial class for a further period of not more than three years.”

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## Annex 4

### PROGRAMME OF WORK

#### ACTIVITY 02.11: TRANSPORT OF PERISHABLE FOODSTUFFS

Harmonization of regulations and standards relating to the international transport of perishable foodstuffs and facilitation of its operations

Priority: 2

Description: Review of the harmonization and the facilitation of the international transport of perishable foodstuffs under the ATP Agreement and updating of this Agreement in order to keep it in line with technological developments, taking into account safety and quality standards.

Work to be undertaken:

#### CONTINUING ACTIVITIES

- (a) Consideration of amendment proposals to ATP to ensure it is updated as necessary.

Priority: 1

Output expected by the end of 2005: Entry into force of the revision of annexes 1 and 2 to ATP.

- (b) Exchange of information on the implementation of ATP by virtue of article 6.

Priority: 1

Output expected by the end of 2005: Consideration of the information exchanged between Contracting Parties and their consequences on the implementation of ATP.

- (c) Follow-up of resolution No. 243 on “Improving the traffic flow of ATP vehicles for the transport of foodstuffs covered by ATP” for better facilitation.

Priority: 2

Output expected by the end of 2005: To consider the difficulties encountered at border crossings, for the transport of perishable foodstuffs, on an annual basis.

- (d) Review of the definitions and standards (in annex 1) for the carriage of perishable foodstuffs following the Montreal Protocol to take account of new refrigerants and insulating materials, and environmental constraints.

Priority: 2

Output expected by the end of 2005: To contribute to the promotion of less polluting vehicles and fuels, as recommended in the Programme of Joint Action adopted by the Regional Conference on Transport and the Environment (Vienna, 12-14 November 1997).

- (e) Consideration of methods developed by the IIR Sub-Commission on testing stations and study of the procedures for energy labelling. Priority: 1

Output expected by the end of 2006: To be aware of the work done by IIR relating to the transport of perishable foodstuffs and to collect information on energy labelling.

- (f) Elaboration of an ATP Handbook. Priority: 1

Output expected by the end of 2005: To have a final version of the Handbook including the revised annexes.

- (g) Compatibility between European legislation and ATP. Priority: 1

Output expected by the end of 2005: To cooperate with the Commission of the European Communities with the aim of harmonizing European regulations with ATP.

#### **ACTIVITIES OF A LIMITED DURATION**

- (h) Consideration of proposals on the conditions of transport of fresh fruit and vegetables (2005). Priority: 2

Output expected by the end of 2005: To finish the consideration of the feasibility of introducing rules for the transport of fresh fruit and vegetables into ATP.

- (i) Consideration of amendment proposals relating to test methods and procedures for the approval of multi-compartment and multi-temperature vehicles, to take account of technical development (2005). Priority: 2

Output expected by the end of 2007: The entry into force of a new amendment to ATP on multi-compartment and multi-temperature vehicles.

- (j) Review of the approval of kit bodies (2005). Priority: 2

Output expected by the end of 2007: The entry into force of a new amendment to ATP on the approval of kit bodies.

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