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## Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Perishable Foodstuffs

Eightieth session

### **Report of the Working Party on the Transport of Perishable Foodstuffs on its eightieth session**

held in Geneva on 24–27 October 2023



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## **I. Attendance**

1. The eightieth session of Working Party on the Transport of Perishable Foodstuffs of the United Nations Economic Commission for Europe was held from 24–27 October 2023 with Mr. K. de Putter (Netherlands) as Chair and Mr. O. Valet (France) as Vice-Chair.
2. Representatives of the following countries took part in the session: Czechia, Denmark, Finland, France, Germany, Italy, Luxembourg, Netherlands, Poland, Portugal, Russian Federation, Slovenia, Spain, Türkiye, United Kingdom of Great Britain and Northern Ireland and United States of America.
3. 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.11/250  
ECE/TRANS/WP.11/250/Add.1  
Informal document INF.1 (Secretariat)  
Informal document INF.4 (Secretariat)

4. The provisional agenda (ECE/TRANS/WP.11/250 and -/Add.1) were adopted as amended by informal document INF.1 to take account of informal documents INF.1 to INF.19.

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

### **A. Inland Transport Committee**

5. The Working Party noted paragraphs 118-120 from the report of the eighty-fifth session of the Inland Transport Committee (ITC), (21-24 February 2023) (ECE/TRANS/328).
6. The Working Party also noted annex I to ECE/TRANS/328 containing a ministerial declaration titled "Harnessing the full potential of inland transport solutions in the global fight against climate change."
7. The ITC adopted the reports of its subsidiary bodies, including the reports of the seventy-eighth (ECE/TRANS/WP.11/247) and seventy-ninth (ECE/TRANS/WP.11/249) sessions of WP.11 (see ECE/TRANS/328, para. 149).

#### **1. Development of the ITC Strategy on reducing greenhouse gas emissions in inland transport**

*Document:* Informal document INF.3 (Secretariat)

8. WP.11 noted the continued work on the implementation of the ITC strategy until 2030 including the next steps set out in document ECE/TRANS/2023/3.
9. The Working Party welcomed the presentation in informal document INF.3 on the development of the ITC Strategy on reducing greenhouse gas emissions in inland transport. It noted with interest the strategic objectives and action plan based on the legal instruments administered by ITC as well as the list of milestones and priorities to help deliver on climate goals and to assist in mitigating and adapting to climate change, as outlined in document ECE/TRANS/2023/21.

## 2. ITC strategy on climate change mitigation - Draft contribution

*Document:* Informal document INF.5 (Secretariat in collaboration with the WP.11 Bureau)

10. The Working Party agreed that the following activities, where a positive effect in climate change mitigation could be achieved, should be undertaken by WP.11:

(a) For greening the vehicles transporting perishable foodstuffs efforts are currently done to define the scope of the ATP agreement with the view of including provisions to enable the use of alternative energy sources for propulsion and refrigeration as well as the use of electrified vehicles;

(b) Adoption of provisions to streamline the replacement of refrigerants for those with lower Global Warming Potential (GWP), using as reference Chapter 6 of the 2022 Assessment Report from the Refrigeration, Air Conditioning and Heat Pumps Technical Options Committee (see <https://ozone.unep.org/system/files/documents/RTOC-assessment%20-report-2022.pdf>);

(c) Promoting the correct use of temperature controlled equipment for the transport of perishable foodstuffs to reduce food waste;

(d) Following closely the work done in standardization organizations related to refrigerated or insulated container used for last mile deliveries;

(e) Following the work of ISO related to maritime containers;

(f) Working to allow electronic versions of documents;

(g) Drafting guidance material for the transport of other perishable goods not included in the ATP agreement and sharing best practices for the transport of all perishable goods. This is especially important to prevent food waste and related CO<sub>2</sub> emissions;

(h) Future work might include considering alternative transport modes for perishable foodstuffs. So far the ATP Agreement only includes road and rail;

(i) From an organisational point of view, the ITC strategy could be an opportunity for ITC to develop a framework for all its subsidiary bodies to become more climate neutral, by encouraging hybrid meetings.

## 3. Recommended information for the review of ITC Working Parties

*Document:* Informal document INF.6 (WP.11's bureau with inputs from the secretariat)

11. The Working Party took note of the information provided in the informal document and made a few changes to the text that will be taken into account when drafting the final version.

## B. Working Party on Agricultural Quality Standards

12. The activities of the Working Party on Agricultural Quality Standards (WP.7) of interest to WP.11 are:

- Thirty-first session of the Specialized Section on Standardization of Meat (GE.11) 28 - 29 August 2023, Geneva, Switzerland;
- Seventy-eighth session of the Working Party on Agricultural Quality Standards (WP.7) 13 - 15 November 2023, Geneva, Switzerland.

13. The latest UNECE tool to combat food loss and waste can be found at <https://unece.org/trade/wp7/food-loss-and-waste>

14. For more information on these and other activities, please visit WP.7 website at <https://unece.org/trade/working-party-agricultural-quality-standards-wp7>.

## C. Standardization organizations

15. Delegations participating in the work of standardization organizations were invited to inform the Working Party about progress on the development of standards dealing with transport under controlled temperatures and what impact these standards were expected to have on the ATP.

### EN Standards

#### 1. CEN/TC 413 Working Group 2

16. EN 16440 — 1:2015-01 Testing methodologies of cooling equipment for insulated means of transport — Part 1: Mechanical refrigeration devices with forced air circulation evaporator with or without heating devices. *The final version was published in January 2015.*

17. FprEN 16440-2:2023 was still under preparation for a final vote at CEN level:

- Part 2: Eutectic Systems: The current working draft will be sent to final vote within the next weeks. Especially the test provisions for cooling capacities and consumption for new equipment with eutectic systems as well equipment in daily operation sequences were adopted.

#### 2. CEN/TC 413 Working Group 1

- EN 17066 Part 1: Container — Insulated means of transport for temperature sensitive goods — Requirements and testing to define the terminology, the specific requirements, test provisions, dimensioning of insulated bodies including evaluation of k value. *Final version was published in October 2019.*
- FprEN 17066 Part 2: Equipment — Combination of insulated bodies and their cooling and/or heating devices including verification of cooling and heating capacities for long distance transport as well distribution. *The final working draft will be sent for a final vote in May 2024 after the French and German translations are ready.*
- prEN 17066 Part 3: Small containers for multiple use with an internal volume not more than 2 m<sup>3</sup> - The special combination of smaller insulated bodies and their cooling and/or heating devices including verification of cooling and heating capacities. *The working project could not be activated at the CEN inquiry in January 2023 due to the fact that at least 5 requested nations did not confirm their participation. This project is on hold at the moment. Further interested parties are welcomed to participate for a reactivation of this project.*
- FprEN 17893:2023: Thermal Road Vehicles - Safety Standard for temperature-controlled systems using flammable refrigerants for the transport of goods – Requirements. *The final draft will be sent to the final vote, starting on 9 November 2023.*

#### 3. CEN/TC 423

##### Revision of EN 12830

18. EN 12830:2018-10 — Temperature recorders for the transport, storage and distribution of temperature sensitive goods — Tests, performance, suitability: *Final version was published in October 2018. An inquiry for starting a new revision is active at the moment.*

##### Revision of EN 13485 and EN 13486

- FprEN 13485:2023 — 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 — Tests, performance, suitability. *The final CEN inquiry ended on 20 October 2023. Results will be published in the next few days.*
- Revision of the EN 13486:2002 — Temperature recorders and thermometers for the transport, storage and distribution of chilled, frozen, deep-frozen/quick-frozen food

and ice cream — Periodic verification. *The final CEN inquiry ended on 20 October 2023. Results will be published in the next few days.*

### ISO Standards

19. TC104 is responsible for the maritime container standards, the chair of TC104 is currently trying to reinvigorate this committee. ISO 1496-2, the insulated and refrigerated container standard which falls under this committee is up for systematic review.

### Other standardization activities of interest to WP.11

20. The two Korean projects within ISO/TC 122/WG 16 "Temperature controlled product packaging", (Convenorship: Korea) are published:

- ISO 22982-1:2021-03: Transport packaging — Temperature-controlled transport packages for parcel shipping — Part 1: General requirements.
- ISO 22982-2:2021-03: Temperature controlled transport packages for parcel shipping — Part 2: General specifications of testing

### ISO/TC 315 "Cold chain logistics"

*Document:* Informal document INF.10 (Transfrigoroute International on behalf of the ISO liaison representatives).

21. The representative of Transfrigoroute International informed WP.11 on the latest plenary and working groups meetings that took place in Paris, on 18 – 22 September 2022 in hybrid mode.

22. More information on the working groups, structure of the ISO/TC 315 and future schedule of meetings can be found in informal document INF.10.

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

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

*Document:* Informal document INF.2 (International Institute of Refrigeration)

23. The Working Party was informed about the results of the meeting of the IIR sub-commission on refrigerated transport hosted by LOTRIČ Metrology Ltd, Selca, Slovenia on 18 and 19 April 2023 (see informal document INF.2).

24. The following points, which will be discussed under agenda item 5, were raised for clarification by WP.11:

(a) Section 4.3.1 (b): States that the first test should be carried out at least 4 hours at each temperature level under control of the thermostat: what should then be the tolerance of the thermostat temperature?

(b) While it is agreed that the test procedure in section 7.2.1 shall be defined as in section 4, the tests of refrigerating capacity of section 7.2.1 are performed only at -20 °C and 0 °C (Nominal and individual refrigerating capacity), while in section 4.2.3 it is required to test three levels of temperature.

25. The date for the next CERTE meeting is 16-17 April 2024.

### B. Transfrigoroute International

*Document:* Informal document INF.14 (Transfrigoroute International)

26. The representative of Transfrigoroute International informed the Working Party that transportation and logistics, including all suppliers for the business sector (transport

companies, rental companies, Original Equipment Manufacturer (OEM), bodybuilders, equipment manufacturers, etc.) were still impacted by recent succession of crisis (COVID, Ukraine-Russian conflict) and all the associated consequences.

27. It was also mentioned that the refrigerated transport sector is at the crossroad of two revolutions: decarbonizing all transport segments to contribute to the global, European, and national emissions reduction targets, but also transforming the refrigerant used for transport operations to render them more sustainable.

28. It was worth noting that on 5 April 2022, the European Commission made a legislative proposal to update Regulation (EU) No 517/2014 (the "F-gas Regulation"). Currently, the co-legislators in the European Parliament and the Council are negotiating the proposal. This revision is highly critical as most of thermal appliances used in refrigerated transport rely on F-Gas to operate. The final text of F-Gas revision is expected by end of October 2023.

## **V. Status and implementation of the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) (agenda item 4)**

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

29. There have been no new accessions to ATP since the last session and the number of Contracting Parties remains at 52.

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

30. Proposed amendments to the ATP adopted by WP.11 at its seventy-seventh, seventy-eighth and seventy-ninth sessions held in Geneva on 26-29 October 2021, 3-6 May 2022 and 25-28 October 2022 respectively, and contained in the Annex to the report ECE/TRANS/WP.11/245, Annex II to the report ECE/TRANS/WP.11/247 and Annex II to the report ECE/TRANS/WP.11/249, (depositary notification C.N.30.2023.TREATIES-XI.B.22), were notified to ATP Contracting Parties by the United Nations Treaty Section on 3 February 2023.

31. On 30 March 2023, the Government of Germany, in accordance with Article 18 (2) (b) of the ATP, informed the Secretary-General that although it intended to accept the proposals, the conditions for such acceptance were not yet fulfilled (C.N.101.2023.TREATIES-XI.B.22). Therefore, proposals of amendments adopted at the 2021 and 2022 sessions of WP.11 will 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**

*Document:* Informal document INF.7/Rev.1 (Spain)

32. WP.11 noted the information provided by the representative of Spain in the informal document.

33. The current list of officially designated test stations appears at the following web link: <https://unece.org/atp-competent-authorities-and-testing-stations>



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

34. At its seventy-ninth session, WP.11 thanked the 21 countries that had provided data in response to the questionnaire on the implementation of ATP in 2021 and stressed that it was mandatory to have information from all ATP contracting parties and that it was a means of harmonizing implementation of the agreement.

35. The information received for the year 2022 is presented in ECE/TRANS/WP.11/2023/1.

36. At the request of the Working Party at its seventy-third session, the secretariat sent a letter to all contracting parties requesting them to fulfil their obligation under article 6 of ATP of replying to the annual questionnaire and to update the contact information for competent authorities and test stations. All the information received by the secretariat is included in the list of competent authorities and officially designated test stations at <https://unece.org/atp-competent-authorities-and-testing-stations>.

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

### 1. Good practice guide for the installation of mounted thermal devices with or without deflectors and underframe or offset thermal devices

*Document:* ECE/TRANS/WP.11/2023/2 (France)

37. Some delegations expressed that the main concern was to determine who was going to be responsible for checking that the units were correctly installed. It was also stated that for the transport of perishable foodstuffs, the operator was always responsible for ensuring that the special equipment was up to code and that the required conditions are kept at all times. The responsibility of the competent authority was to verify that the special equipment was working correctly and maintaining the necessary temperature for the transport operation.

38. WP.11 decided to publish the guidance document, as amended, on the UNECE website with eight votes in favour (Denmark, Finland, France, Italy, Luxembourg, Portugal, Slovenia and Spain) and two votes against (Czechia and Germany).

### 2. Guide for issuing the declaration of conformity (annex 1, appendix 2, paragraph 7.3.6) and for dimensioning multi-compartment, multi-temperature (MTMC) equipment – Handling of application cases specific to the multi-temperature equipment dimensioning tool

*Document:* ECE/TRANS/WP.11/2023/6 (France)

39. The French delegation clarified that the document was intended to be published as a guidance on the UNECE website. Several concerns were raised regarding the content of the guidance and it was stated that in principle, it should not include information that is not in conformity with the ATP requirements.

40. It was decided to publish the document in the WP.11 wiki space until 29 February 2024 to collect comments from interested delegations (see <https://wiki.unece.org/pages/viewpage.action?pageId=224002683>).

## F Interpretation of ATP

*Document:* ECE/TRANS/WP.11/2023/9 (Finland)

41. Some delegations were of the opinion that the ATP Agreement does not provide exceptions to the application of its provisions while others thought that transport operations for non-commercial purposes were not in the scope of ATP. However, there was general agreement on the principle that food safety should be maintained during any transport operation.

42. WP.11 agreed in principle that transport operations for private consumption or transport operations performed by the armed forces were not included in the scope of the

ATP. As some delegations wanted to consult this interpretation with their legal departments, an official interpretation will be provided at the next session.

43. It was also clarified during the discussion, that "own account" means that the owner of the goods is also performing the transport operation.

44. Finland is welcoming comments on whether military operations and rescue services are included in the scope of the ATP. It was decided to publish the document in the WP.11 wiki space until 29 February 2024 to collect comments from interested delegations (see <https://wiki.unece.org/pages/viewpage.action?pageId=224002693>).

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

### **A Pending proposals**

#### **1. Proposal of amendment to paragraph 7.3.7 of appendix 2, annex 1**

*Documents* ECE/TRANS/WP.11/2023/3  
ECE/TRANS/WP.11/2023/4  
ECE/TRANS/WP.11/2023/5 (France)  
Informal document INF.9 (Netherlands)

45. Some delegations were of the opinion that it could be useful to introduce the proposed definitions in the ATP after some redrafting while others considered that the definitions were too restrictive and that there are currently several configurations that could be used to achieve the same objective.

46. There was an alternative proposal in informal document INF.9 to introduce an explanatory paragraph instead of the definitions, allowing for more flexibility in the configurations or designs that could be used.

47. It was decided to send the documents to the informal working group on Approval System to be carefully studied and to present a consolidated proposal at the next session.

#### **2. Definition of independence of equipment**

*Documents* ECE/TRANS/WP.11/2023/7  
Informal document INF.17 (France)

48. Proposal was not adopted as it was considered that it should be incorporated in a comprehensive set of amendments to add electrically driven vehicles into ATP.

#### **3. Classification of equipment powered by an electrical energy source**

*Documents* ECE/TRANS/WP.11/2023/8  
Informal document INF.18 (France)

49. The representative of France clarified that the proposal was not amending the ATP and was intended as a statement in the report. There were some concerns raised with the procedure as statements or notes in the report have no legal value and can only be used as an indication of the opinion of WP.11, unless directly attributed to one or more delegations.

50. The proposal was withdrawn.

#### **4. Results of the meeting of the IIR sub-commission on refrigerated transport (pending questions)**

*Document* Informal document INF.2 (International Institute of Refrigeration)

51. The following points were raised for clarification by WP.11:

(a) *Section 4.3.1 (b): States that the first test should be carried out at least 4 hours at each temperature level under control of the thermostat: what should then be the tolerance of the thermostat temperature?*

52. It was agreed that this was a technical question and that the Working Party normally relies on CERTE's expertise to deal with technical issues. It was decided to start working on the subject at the next CERTE meeting.

(b) *While it is agreed that the test procedure in section 7.2.1 shall be defined as in section 4, the tests of refrigerating capacity of section 7.2.1 are performed only at -20 °C and 0 °C (Nominal and individual refrigerating capacity), while in section 4.2.3 it is required to test three levels of temperature.*

53. The Working Party needed more time to study the question and the reasons for deciding that tests of refrigerating capacity prescribed in section 7.2.1 could be performed only at -20 °C and 0 °C.

## **B New proposals**

### **1. Amendment to paragraph 6.2.2**

*Documents* ECE/TRANS/WP.11/2023/11  
Informal document INF.16 (Italy)

54. After some concerns were raised concerning the original proposal in document 2023/11 concerning the length of time, that it might prove too short to demonstrate that the required temperature could be maintained, the Working Party decided to adopt the alternative proposal III in informal document INF.16 (see annex II).

55. It was confirmed that the equipment could be cooled before starting the test therefore reducing considerably the running time for testing and the dependency on ambient temperature.

### **2. Proposed list of major components and key characteristics**

*Document* ECE/TRANS/WP.11/2023/12 (Transfrigoroute International)

56. Proposal was adopted (see annex II)

### **3. Requirements for fitting mechanically refrigerated units on equipment**

*Document* ECE/TRANS/WP.11/2023/15 (Netherlands)

57. There was agreement on the principle that transport operations are under the responsibility of the operator and therefore provisions on how to fit units on equipment were not in the scope of the ATP. The proposals amending the ATP were withdrawn.

58. It was decided to use the title proposed in the document for the guidance contained in document 2023/2 that will be published on the UNECE website (see <https://unece.org/transport/transport-perishable-foodstuffs/guidance-and-reference-material>).

### **4. Periodic verification of temperature recorders**

*Documents* ECE/TRANS/WP.11/2023/17 (Netherlands)  
Informal document INF.15 (Luxembourg)

59. The Working Party decided to carefully review the proposals in documents 2023/17 and informal document INF.15 with their national experts. A revised proposal may be presented at the next session for consideration.

### **5. Mechanically refrigerated appliances driven by vehicle motion**

*Document* ECE/TRANS/WP.11/2023/19 (Netherlands)

60. Some delegations considered that it was not possible to delete the provisions from the ATP and that the existing text allowed more flexibility to incorporate new technologies coming to the market.

61. It was remarked that the efforts of cleaning and restructuring annex 1 were appreciated and that work should continue in that direction.

**6. Amendment to annex 1, paragraph 1 and to annex 1, appendix 4**

*Documents* ECE/TRANS/WP.11/2023/21 (United Kingdom)  
Informal document INF.8 (Netherlands)

62. Some delegations requested more time to study carefully the proposal in 2023/21 as amended by informal document INF.8. The French representative informed the Working Party, that at least in France, the majority of normally insulated equipment were operating with a K value below  $0.5 \text{ W}\cdot\text{m}^{-2}\cdot\text{K}^{-1}$ . The representative of Finland informed WP.11 that in Finland a remarkable number of FNA certified equipment have K values between 0.65 and  $0.70 \text{ W}\cdot\text{m}^{-2}\cdot\text{K}^{-1}$ .

63. The proposal was put to the vote and was not adopted with five votes in favour (Denmark, Italy, Slovenia, Russian Federation and United Kingdom) and two votes against (Finland and Spain).

**7. Proposal of amendments**

*Document* ECE/TRANS/WP.11/2023/14 (Netherlands)

64. Proposals were adopted (see annex II).

**8. Correction to annex 1, appendix 1, article 3 for the English and Russian language versions of the ATP**

*Document* ECE/TRANS/WP.11/2023/16 (Netherlands)

65. Proposal was adopted (see annex II).

**9. Proposal to amend in-service testing of heated and mechanically refrigerated and heated equipment, annex 1, appendix 2, paragraphs 6.3 and 6.4 (ii) of the ATP**

*Document* ECE/TRANS/WP.11/2023/18 (Finland)

66. After clarifying that the proposal could be adopted as included in the document and come back to the topic in the future if there was a need for differentiating the requirements for independent and non-independent equipment, the proposal was adopted (see annex II).

**10. Amendment to annex 1, appendix 1, paragraph 6 (c) (iii) (b)**

*Document* ECE/TRANS/WP.11/2023/20 (United Kingdom)

67. It was clarified that the requirement for the K coefficient to be at least 5 per cent less than the specified value in annex 1 paragraph 1, was based on measures taken in the UK and aimed at avoiding unfair advantages for manufacturers of units without the cooling machine. There was agreement on addressing the issue as ATP requirements should not cause unfair advantage in the marketplace.

68. It was also added that arriving at a figure for the reduction of the K coefficient might prove a very difficult task as it depends on the size of the box and the size of the opening in the insulation unit, combination that might differ on a case by case basis.

69. WP.11 concluded that there was support to continue working on the subject on the basis of a revised proposal at the next session.

**11. Proposed editorial changes received by the secretariat from the governments of Germany and Spain**

*Document* Informal document INF.11 (Secretariat)

70. The Working Party decided to harmonize the multiplication symbol used for equations and for units throughout the text of the ATP (see annex II).

## 12. Guidance document on electrically driven equipment

*Document* Informal document INF.12 (Chair of the informal working group on Approval System)

71. Most delegations considered the information provided in the guidance was very useful and relevant, but as it was a late informal document they did not have time to discuss it with experts at national level. It was also mentioned that some parts of the text could be redrafted to facilitate understanding.

72. It was also noted that the document could be used as the basis for drafting a comprehensive set of amendments to include the necessary requirements for electric power sources in the ATP.

73. It was decided to consider a revised version of the document at the next session.

## VII. ATP Handbook (agenda item 6)

### **Amendments to the comments to paragraph 4 of annex 2, appendix 1 of the ATP Handbook: Location of temperature measurement probes during transport**

*Document* ECE/TRANS/WP.11/2023/10 (France)

74. There was general agreement that the existing text in the ATP Handbook was not correct and although the proposal in document 2023/10 was not including all possible configurations was an improved way of reflecting current practices.

75. WP.11 decided to adopt the proposal but noted the new systems in the market with flexible positioning of the of temperature measurement probes and agreed that the text might be revised in the future (see annex III).

## VIII. Reports of informal working groups (agenda item 7)

*Document:* Informal document INF.13 (Netherlands on behalf of the Informal Working Group on t approval system)

76. The Chair of the informal working group informed WP.11 on the progress of work as reflected in informal document INF.13. The mandate for the informal working group was extended for one more year to continue the development of the following topics:

- (a) Electric drive and continuous cooling;
- (b) X-marking of equipment;
- (c) Temperature recorders;
- (d) Glossary of technical terms to help translation;
- (e) Restructuring Annex 1 of the ATP;
- (f) Efficiency test of non-independent units;
- (g) Environmental concerns.

77. WP.11 thanked the informal working group for the excellent work done as it facilitates discussions in plenary and improves the quality of the proposals of amendments to the ATP.

## **IX. Scope of ATP (agenda item 8)**

*Document* ECE/TRANS/WP.11/2023/13 (Transfrigoroute International)

### **1. Scope of ATP**

#### **Minimum running time**

78. It was explained that in order to include a requirement for a minimum running time, it was necessary to specify the conditions in which this minimum time could be achieved.

79. The representative of Transfrigoroute International explained that it was necessary to distinguish the requirements for testing and for normal operations and that for the testing requirements we could use the existing provisions in the ATP.

80. In conclusion, determining the minimum running time for normal operations might be very difficult and it was therefore decided not to include it in the ATP.

#### **Definition of special equipment**

81. Opinions were divided on whether the definition of "special equipment" or at least what is intended by the term, was clearly included in the current ATP provisions. While most of the delegations that took the floor were in favour of the definition provided in interpretation 2 under paragraph 10 of the document, others were more in agreement with interpretation 1 or were of the opinion that there were problems with both definitions and that further clarification was necessary.

82. The Working Party concluded that it needed more time to study the proposals and to agree on a definition for "special equipment" to avoid rediscussing this subject in the future. The importance of creating a dedicated section in the ATP for definitions was also highlighted.

83. The representative of Transfrigoroute International proposed to present at the next session some practical examples of special equipment and to ask competent authorities to describe the procedures they would follow to certify each case. It was agreed that this could be a very useful exercise to share and harmonize practices and to identify the level of risk that each competent authority is willing to take during the certification process.

#### **Preliminary conclusions**

84. It was clarified that not only the energy sources are changing but also the ways of managing the power in the vehicle. It was proposed to take a comprehensive approach to deal with the inclusion of electrically driven vehicles in the ATP by defining a separate category and stating the requirements for this type of vehicles instead of modifying existing requirements.

85. It was also suggested that to facilitate testing of all possible combinations of energy sources, the information provided by the manufacturer in combination with a dimensioning tool could be used.

### **2. The ATP and the future**

86. The road map for accession to and implementation of the ATP prepared by the EuroMed road, rail and urban transport project with inputs from the secretariat and the Chairs of WP.11 has been published and can be found at the UNECE website: <https://unece.org/road-map-accession-and-implementation-atp>.

## **X. Energy labelling, refrigerants and blowing agents (agenda item 9)**

87. As no document had been submitted under this agenda item, no discussion took place on this subject.

## **XI. Programme of work (agenda item 10)**

### **Dates of the eighty-first session**

88. The dates of 29 October to 1 November 2024 (Tuesday to Friday) have been reserved for the eighty-first session of WP.11. Deadline for submission of documents is 2 August 2024.

## **XII. Election of officers (agenda item 11)**

89. The Working Party elected Mr. K. de Putter (Netherlands) as Chair, and Mr. O. Valet (France) as Vice-Chair for its session in 2024 by acclamation. The Working Party thanked the officers and the secretariat for their work.

## **XIII. Other business (agenda item 12)**

*Document* Informal document INF.19 (Chair of the informal working group on multi temperature appliances)

90. The adopted terms of reference for an informal working group on the procedure for checking the effectiveness of multi temperature thermal appliances of multi compartment equipment are reproduced below:

*"The informal working group shall evaluate and develop appropriate provisions for the existing provisions in paragraph 6.2.1 (iii) of Annex 1, Appendix 2 in particular concerning:*

- Feasibility to perform the test*
- Differences for independent and non-independent equipment*
- Take into account the appropriate rigor of the test*
- Efficiency in the performance of the test in time and costs*
- Limit the impact on the environment as far as possible.*

*The informal working group shall take into account developments and work of the IIF/IIR D2 sub-Commission D2 "CERTÉ".*

*The informal working group shall deliver, by the eighty-first session of WP.11 in October 2024, revisions and proposals for relevant amendments to paragraph 6.2.1. (iii)."*

## **XIV. Adoption of the report (agenda item 13)**

91. The WP.11 adopted the report on its eightieth session based on a draft prepared by the secretariat.

## **Annex I**

### **Full Government statement delivered during the seventy-ninth session of the Working Party on the Transport of Perishable Foodstuffs**

#### **Statement from Denmark**

The representative of Denmark requested the floor at the start of the session and made the following statement:

"At the outset, allow me to express Denmark's full solidarity with Ukraine and the Ukrainian people. We condemn in the strongest possible terms Russia's acts of aggression against Ukraine, a grave violation of international law and the UN Charter. President Putin's unjustified and unprovoked attack undermines international peace and security. We deplore the loss of human life and suffering caused and demand that Russia immediately ceases these acts of aggression in the entire territory of Ukraine and fully complies with international law."

#### **Statement from the Russian Federation**

"In this working group we gathered to discuss the issues on the agenda. I propose to discuss political issues at the relevant UN platforms."



## Annex II

[Original: English and French]

### Proposed amendments to the ATP

#### 1. Throughout the text of the ATP

Replace multiplication symbols "\*" , "." and "" by "×" in the existing equations.

*(Reference document: informal document INF.11)*

#### 2. Throughout the text of the ATP

Insert multiplication symbol "×" between the units.

*(Reference document: informal document INF.11)*

#### 3. Annex 1, Appendix 1, paragraph 3

Replace "confirm its identity" by "verify its conformity"

*(Reference document: ECE/TRANS/WP.11/2023/16)*

#### 4. Annex 1, Appendix 2, paragraph 6.2.2 (i)

In the first sentence, after the word "stabilization" add a footnote (1) to read as follows:

<sup>(1)</sup> Equipment can be pre-cooled before the test"

After the first sentence add the following new text:

"The internal temperature taken into consideration is the average temperature of the two sensors measured during the period selected for the test. The equipment is considered compliant if it meets the following conditions:

The average internal temperature is included in the ranges defined below:

the amplitude of the temperature variations around the class temperature is +/- 3 °C."

*(Reference documents: ECE/TRANS/WP.11/2023/11 and informal document INF.16 as amended)*

#### 5. Annex 1, Appendix 2, paragraph 6.2.3

Add a new heading before the existing paragraph to read as follows:

**"6.2.3 Replacement of refrigerant fluid"**

*(Reference document: ECE/TRANS/WP.11/2023/14)*

#### 6. Annex 1, Appendix 2, paragraph 6.3

Amend the first sentence to read as follows:

"It shall be verified that the difference between the inside temperature of the empty equipment and the outside temperature which governs the class to which the equipment belongs as prescribed in this annex (a difference of 22 °C in the case of class A, 32 °C in the case of class B, 42 °C in the case of class C and 52 °C in the case of class D) can be achieved within a maximum period of 360 minutes."

*(Reference document: ECE/TRANS/WP.11/2023/18 as amended)*

**7. Annex 1, Appendix 2, paragraph 6.4 (ii)**

Amend to read as follows:

"(ii) In the second stage, it shall be verified that the difference between the inside temperature of the empty equipment and the outside temperature which governs the class to which the equipment belongs as prescribed in this annex (a difference of 22 °C in the case of classes A, E and I, of 32 °C in the case of classes B, F and J, of 42 °C in the case of classes C, G and K, and of 52 °C in the case of classes D, H, and L), can be achieved within a maximum period of 360 minutes"

(Reference document: ECE/TRANS/WP.11/2023/18 as amended)

**8. Annex 1, Appendix 2, paragraph 8, MODEL No. 1 A**

Add the following list at the end:

**"List of major components related to Insulation**

|   |  |                |
|---|--|----------------|
| Principal dimensions                          | Total inside surface area $S_i$ of body  | m <sup>2</sup> |
|   | Total outside surface area $S_e$ of body | m <sup>2</sup> |
| Specifications of the body walls <sup>a</sup> | Top                                      |                |
|   | Bottom                                   |                |
|   | Sides                                    |                |
| Structural peculiarities of body              | Number of doors                          |                |
|   | Number of vents                          |                |
|   | Number of ice-loading apertures          |                |
| Accessories <sup>b</sup>                      | Number and type                          |                |

<sup>a</sup> Nature and thickness of the main materials and thickness of panels constituting the body walls

<sup>b</sup> Accessories that can have an impact on  $K$  coefficient

**Note:** Each component or characteristic should be understood 'if applicable'."

(Reference documents: ECE/TRANS/WP.11/2023/12)

**9. Annex 1, Appendix 2, paragraph 8, MODEL No. 12**

Add the following lists at the end:

**"List of major components related to Power source**

Compressor drive

|                         |                               |     |
|-------------------------|-------------------------------|-----|
| Electrical Power source | Type                          |     |
|                         | Current type (AC/DC)          |     |
|                         | Nominal output power          | kW  |
|                         | Nominal speed (if applicable) | rpm |
|                         | Supply voltage                | V   |
|                         | Supply frequency              | Hz  |

Internal Combustion Engine Type

|                      |     |
|----------------------|-----|
| Number of cylinders  |     |
| Cubic capacity       | cc  |
| Nominal output power | kW  |
| Nominal speed        | rpm |

|                  |                 |     |
|------------------|-----------------|-----|
|                  | Fuel            |     |
| Hydraulic motor  | Type            |     |
|                  | Method of drive |     |
| Other mechanical | Nominal speed   | rpm |
|                  | Minimum speed   | rpm |

*Note: Each component or characteristic should be understood 'if applicable'.*

**List of major components related to cold/heat production and distribution**

|                      |  |                     |
|----------------------|--|---------------------|
| Refrigerant          | Refrigerant fluid                        |                     |
|                      | Refrigerant charge                       | kg                  |
| Compressor           | Type                                     |                     |
|                      | Number of cylinders                      |                     |
|                      | Cubic capacity                           | cc                  |
|                      | Nominal speed of rotation                | rpm                 |
| Heat exchangers      | Type                                     |                     |
| <i>Condenser</i>     | Number of tubes                          |                     |
| <i>Evaporator(s)</i> | Fin pitch                                | mm                  |
|                      | Nature of tube                           |                     |
|                      | Diameter of tube                         | mm                  |
|                      | Exchange surface area                    | m <sup>2</sup>      |
|                      | Frontal area                             | m <sup>2</sup>      |
| Heat exchangers Fans | Number of fans                           |                     |
| <i>Condenser</i>     | Fan type (axial/radial)                  |                     |
| <i>Evaporator(s)</i> | Number of blades per fan                 |                     |
|                      | Diameter of fan                          | mm                  |
|                      | Nominal power                            | W                   |
|                      | Total nominal output at defined pressure | (m <sup>3</sup> /h) |
|                      | or                                       |                     |
|                      | Nominal rotation speed                   | rpm                 |
|                      | Method of drive                          |                     |
| Expansion valve      | Type                                     |                     |

*Note: Each component or characteristic should be understood 'if applicable'.*

(Reference documents: ECE/TRANS/WP.11/2023/12)

**10. Annex 1, Appendix 3, part A**

Delete both transitional provisions after the title.

(Reference document: ECE/TRANS/WP.11/2023/14)

## **Annex III**

[Original: English and French]

### **Additions to the ATP Handbook**

**1. Annex 2, Appendix 1, comments, paragraph 4**

Amend the second bullet point to read as follows:

"In the case of upper cold air distribution systems, near (to the left or right of) the corner furthest from the evaporator outlets, at the top (in the upper quarter of the height);"

*(Reference document: ECE/TRANS/WP.11/2023/10)*

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