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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

**Working Party on the Transport of  
Perishable Foodstuffs  
(Fifty-seventh session,  
Geneva, 12-15 November 2001)**

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

**Proposed amendments**

**Transmitted by the expert from Germany**

**Proposed amendment to Annex 1 Additional classification for an inside temperature of -30 EC**

Introduction of a new additional temperature class G of -30 EC for the inside temperature of the transport equipment.

**Reasons:**

There is a demand by the customers for temperatures lower than -20 EC. Deep-frozen foodstuffs, for instance, are more and more often being carried at a temperature of -30 EC.

By introducing a new class G of -30 EC, it will thus be possible to clearly distinguish between this class and the existing class C of -20 EC.

Proposal

Annex 1 (2)

- Add to the list:

...

At -20 EC      maximum in the case of class C;

At -30 **EC**      *maximum in the case of class G*; and

...

- Supplement the last sentence by:

... of classes B, C and G shall in every case be equal...

Annex 1 (3)

- Supplement the first indent by:

... – In the case of classes A, B, C and G, any desired practically constant value...

... Class G, *Mechanically refrigerated equipment fitted with a refrigerating appliance such that  $t_i$  may be chosen between +12 **EC** and -30 **EC** inclusive.*

- Supplement the last sentence by:

... of classes B, C, G, E and F...

Annex 1, Appendix 2 (36)

- Supplement the first sentence by:

... (A = +7 EC, B = -10 EC, C = -20 EC, G = -30 **EC**, D = 0 EC)

Annex 1, Appendix 2 (40)

- Supplement the first indent by:

... in the case of classes A, B, C and G (A = 0 EC, B = -10 EC, C = -20 EC, G = -30 **EC**)

Annex 1, Appendix 2 (49b):

- Supplement the first indent by:

...in classes A, B, C or G...

Annex 1, Appendix 2 (55ii):

- Amend the text to read:

...three levels of temperature between -30 **EC** and +12 EC...

Annex 1, Appendix 2 (56a):

- Amend the second sentence to read:

...shall then be lowered to -30 **EC** (or to the minimum class temperature).

Annex 1, Appendix 4:

- Supplement the table as follows:

*Class G refrigerated equipment with heavy insulation; RRG*

*Class G mechanically refrigerated equipment with heavy insulation; FRG*

Test report model no. 8:

- Supplement by:

... 0 EC

-10 EC

-20 EC

-30 **EC**

Proposed amendment to Annex 1, Appendix 4 Smaller sticker bearing the distinguishing mark

For small special equipment, a sticker with a reduced size should be sufficient.

**Reasons:**

More and more vans and box bodies up to 3.5 t converted into refrigerated vehicles are on the market in accordance with the ATP Agreement. The minimum height of 100 mm for the distinguishing mark, e.g. FRC, on the sticker is much too big for the small vehicles. The height of the letters is appropriate for refrigerated semi-trailers. Therefore, for special equipment up to 3.5 t and vans up to 7.5 t, a minimum height of 50 mm should be sufficient for the distinguishing mark, because once affixed to the vehicle, the sticker is nearly at eye level.

Proposal

Annex 1, Appendix 4:

- Supplement the text to read:

The distinguishing marks prescribed in appendix 1, paragraph 5 to this annex shall consist of capital Latin letters in dark blue on a white ground; the height of the letters shall be at least 100 mm. *For special equipment with a maximum permissible weight of up to 3.5 t and vans of up to 7.5 t, a minimum height of the letters of 50 mm shall be sufficient.* The marks shall...

Proposed amendment to Annex 1, Appendix 2 (59) Making the measuring method more precise

(evaporator inlet temperature)

Making the measuring method for the determination of the utilizable refrigeration capacity precise and reproducible by relating the utilizable refrigeration capacity to the mean temperature at the inlet of the evaporator's casing.

**Reasons:**

Currently, the refrigeration capacity is that relating to the mean internal temperature of the calorimeter box and not – although this is the usual procedure in all other European and international standards – that relating to the air temperature at the inlet of the evaporator's casing. The current point of reference is not precise and allows the determination of different refrigeration capacities in different test stations. Thus, the test result is not reproducible.

Proposal

Annex 1, Appendix 2 (59):

- Amend the text to read:

The refrigeration capacity for ATP purposes is that relating to *the mean temperature at the inlet of the evaporator's casing* as determined...

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