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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport  
of Perishable Foodstuffs  
(Sixtieth session,  
Geneva, 2-5 November 2004  
agenda item 7 (b) and (c))

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

**Transmitted by the Government of France**

**1. Proposed amendments to the ATP Agreement**

(Modifications to the original text appear in italics.)

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

Since embedded components do not generate heat losses when the thickness of the insulating material in respect of such components is adequate and there are few of them, they do not cause a perceptible increase in the K coefficient. The permitted tolerance regarding the addition of these components in relation to the test reports should, however, be specified, so that such practices do not lead to abuses that may compromise the safety of the foodstuffs carried or constitute unfair practices.

**Proposed amendment:**

France therefore proposes the addition of the following paragraph to annex 1, appendix 1, paragraph 2 (c):

*“Embedded components\* additional to the reference test report shall meet the following two conditions:*

- the equivalent volume of accumulated insulating material of all embedded 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 embedded components is 20 mm or more.”*

and a definition of embedded components as a footnote:

*\* “Embedded components: components causing a reduction in the volume of the insulating material shall be considered as embedded components.”*

**1.2 Annex 1, appendix 2, paragraph 29 (c)**

The purpose of this proposal is to clarify ambiguity as regards the frequency of inspections of equipment for the controlled-temperature carriage of foodstuffs bearing in mind that visual inspections by an expert appointed by the competent authority are not satisfactory, for example, in the objective evaluation of the ageing of the insulating properties of a vehicle after several years of service, as in the case of 12-year-old vehicles.

After 12 years of age, the ageing of the equipment is sufficiently uncertain for an inspection other than visual to become necessary. This inspection should concern all the components constituting the equipment (body and unit).

**Proposal amendment:**

France therefore proposes the addition of the following paragraph to annex 1, appendix 2, paragraph 29 (c):

*“(iv) Vehicles more than 12 years of age cannot continue to carry perishable foodstuffs within the meaning of this Agreement unless they have passed an insulation capacity test as defined in paragraphs 7 to 27 of this appendix. Following this test, the equipment will be classified according to the results obtained. If the equipment is fitted with a refrigerating device or a heating appliance, it shall be required to pass an efficiency test as defined in paragraphs 32 to 47 of this appendix.”*

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