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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport of Perishable Foodstuffs

Sixty-fourth session  
Geneva, 14-17 October 2008  
Item 5 (b) of the provisional agenda

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

New proposals

Paragraph 56, Annex 1, Appendix 2\*

Transmitted by the Government of the Netherlands

**SUMMARY**

<b>Executive summary:</b>	Deletion of superfluous requirement of Annex 1, Appendix 2.
<b>Action to be taken:</b>	Amendment of text.
<b>Related documents:</b>	None.

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\* The present document is submitted in accordance with the Programme of Work for 2008-2012 of the Inland Transport Committee (ECE/TRANS/2008/11, Item 2.11 (a)) which calls for the "Consideration of amendment proposals to ATP to ensure it is updated as necessary".

### Introduction

1. Paragraph 56(a) prescribes the pre-cooling temperatures for the calorimeter box or transport equipment before the start of the actual capacity tests of the refrigerating unit.
2. Mandatory pre-cooling has no influence on the final outcome of the test and is to be regarded as superfluous.

### Proposal

3. Delete the text of paragraph 56 (a) of Annex 1, Appendix 2 and “(b)”. The text of (b) would become normal text after the introductory sentence.

### Justification

4. The purpose of paragraph 56(a) is not clear. Arguments for the requirement could be that pre-cooling can remove moisture in the air or from the calorimeter box or transport equipment used for the test or that it is a first check of whether the equipment is in a sufficient condition for the test.
5. The arguments above, however, do not justify the refinements adopted during the sixty-third session of WP.11, in which precise pre-cooling temperatures are specified for each class. During discussion on the proposal regarding the refinements, the delegate of Germany expressed concerns about whether the refinements were achievable due to the physical properties of thermostats of refrigerating units.
6. The International Institute of Refrigeration (IIR) sub-commission meeting on 5-6 June 2008 in Prague was requested to discuss the intention of paragraph 56(a). The conclusion was that it is common sense to check performance before starting the test but that it has bearing on the final outcome of the test or on whether the refrigerating unit fulfils the requirements.
7. For the transparency of the regulations, only requirements which have added value should be included in the Agreement.

### Costs

None.

### Feasibility

No problem.

### Enforceability

There is no place to record the pre-cooling procedure on the test-report and so it is difficult to control and enforce.

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