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Working Party on the Transport of Perishable Foodstuffs

Seventy-second session

Geneva, 4-7 October 2016

Item 5 (b) of the provisional agenda

Proposals of amendments to ATP:

New proposals

Amendments to annex 3 to ATP regarding temperature conditions to be observed for the carriage of chilled perishable foodstuffs and monitoring of air temperature for the carriage of chilled perishable foodstuffs

Transmitted by the Russian Federation

Summary

Executive summary:

The special transport equipment to be selected and temperature conditions to be observed for the carriage of chilled foodstuffs are specified in annex 3 to ATP.

The current version of annex 3 to ATP indicates only the maximum temperatures of chilled foodstuffs that must not be exceeded at any point of the load during loading, carriage and unloading.

Furthermore, minimal temperatures of chilled foodstuffs for both their storage and carriage are also extremely important.

During carriage, the temperature of chilled foodstuffs needs to be in the temperature range required for ensuring their quality and safety.

Under annex 3 to ATP, there is also no requirement to monitor air temperature during carriage of chilled foodstuffs, whereas annex 2, appendix 1, to ATP sets out a monitoring procedure for the carriage of quick-frozen perishable foodstuffs.



	Specialists of the Russian Federation are of the view that monitoring of air temperatures in special vehicles is needed during carriage of not only quick-frozen but also chilled foodstuffs.
Action to be taken:	Add provisions to annex 3 to ATP on the following: Appropriate minimum temperatures of chilled perishable foodstuffs Monitoring of air temperature for the carriage of chilled perishable foodstuffs.
Related documents:	International standards and handbooks on foodstuff refrigeration technologies.

Introduction

1. At the seventy-first session of WP.11, the Russian Federation was invited to submit an updated working document at the seventy-second session concerning amendments to annex 3 to ATP regarding monitoring of the air temperature during carriage of chilled perishable foodstuffs and the temperature conditions to be observed for the carriage of chilled perishable foodstuffs.

2. The quality of chilled foodstuffs is maintained only within a specific temperature range.

As refrigeration of foodstuffs is a process of lowering the temperature of products without transforming the water they contain into ice, i.e. to temperatures above cryoscopic ones, the lower range of the temperature for storing (and carrying) chilled foodstuffs must be limited to at least their freezing temperature. The avoidance of freezing of chilled foodstuffs is referred to, among other places, in paragraph 4 of annex 3 to ATP.

Accordingly, aside from the reference in annex 3 to ATP to maximum temperatures that chilled foodstuffs may have during carriage, it is also necessary to regulate their minimum temperature.

3. A number of observations on the minimum temperature for chilled meat were made at the seventy-first session of WP.11. However, deep-chilled meat is not included in the list of chilled foodstuffs provided in the table and the notes to the table in annex 3 to ATP and, consequently, the proposals of the Russian Federation in this regard are not given.

Such a product is referred to in the standards of the Russian Federation as “sub-frozen” meat.

Deep-chilled meat is fresh meat (warm or cooled off) that has been refrigerated to a temperature ranging from -3 °C to -5 °C at a depth of 1 cm into the muscle mass and from 0 °C to 2 °C at a depth of 6 cm, with a temperature of between -2 °C and -3 °C maintained throughout. Deep chilling causes a partial transformation of the water present in the meat into ice, making it resilient and unyielding and therefore capable of being transported and stored in stacks.

Deep-chilled meat is in a position between chilled and frozen meat, and it is considered that deep-chilled meat maintains the properties of chilled meat. The Russian Federation therefore found that this product could be included in annex 3 to ATP in its formal proposal at the seventy-second session of WP.11.

4. Uniform requirements for air temperature monitoring in special transport equipment must be specified in ATP for the carriage of all perishable foodstuffs mentioned in the Agreement, regardless of whether they are quick-frozen (deep-frozen), frozen or chilled, as

compliance with these requirements is the main condition for ensuring that quality is maintained (and the main purpose of the Agreement as stated in the preamble) and perishable foodstuffs are safe during their carriage.

In connection with the above, the requirements of such monitoring must be extended to the carriage of chilled foodstuffs specified in annex 3 to ATP, as is the case regarding the requirements for monitoring the air temperature during the carriage of quick-frozen perishable foodstuffs mentioned in annex 2, appendix 1, to ATP.

5. The Russian Federation, submits herewith the relevant working document for consideration and requests the Working Party to vote on each of the two proposals introduced separately.

The original text of annex 3 to ATP is presented in *italics*, new wording in **bold** and deletions in ~~strike through~~.

Proposal 1 for voting

6. Amend annex 3 to ATP to read as follows:

“Annex 3

SELECTION OF SPECIAL EQUIPMENT AND TEMPERATURE CONDITIONS TO BE OBSERVED FOR THE CARRIAGE OF CHILLED PERISHABLE FOODSTUFFS AND AIR TEMPERATURE MONITORING DURING THEIR CARRIAGE

1. *For the carriage of the following chilled foodstuffs, the **special** transport equipment has to be selected and used in such a way that during carriage the ~~highest~~ temperature of the **chilled** foodstuffs at any point of the load does not ~~exceed~~ **go beyond** the indicated ~~temperature~~ **ranges**. If, however the verification of the temperature of the foodstuff is carried out, it shall be done according to the procedure laid down in appendix 2 to annex 2 to this Agreement.*

2. *Accordingly, the temperature of the **chilled** foodstuffs at any point in the load must not ~~exceed the temperature~~ **go beyond the ranges** as indicated below on loading, during carriage and on unloading.*

3. *Where it is necessary to open the special equipment, e.g. to carry out inspections, it is essential to ensure that the **chilled** foodstuffs are not exposed to procedures or conditions contrary to the objectives of this annex and those of the International Convention on the Harmonization of Frontier Controls of Goods.*

4. *The temperature control of foodstuffs specified in this annex should be such as not to cause freezing at any point of the load.*

		<i>Maximum temperature</i>
I.	<i>Raw milk¹</i>	From 0 °C to +6 °C
II.	<i>Red meat² and large game (other than red offal)</i>	From -1.5 °C to +7 °C
III.	<i>Meat products,³ pasteurized milk, butter, fresh dairy products (yoghurt, kefir, cream and fresh cheese⁴), ready cooked foodstuffs (meat, fish, vegetables), ready to eat prepared raw vegetables and vegetable products,⁵ concentrated fruit juice and fish products³ not listed below</i>	Either at From 0 °C to +6 °C <i>or at temperature indicated on the label and/or on the transport documents</i>

		<i>Maximum temperature</i>
IV.	<i>Game (other than large game), poultry² and rabbits</i>	From -1.5 °C to +4 °C
V.	<i>Red offal²</i>	From -1.5 °C to +3 °C
VI.	<i>Minced meat²</i>	<i>Either at</i> From 0 °C to +2 °C <i>or at temperature indicated on the label or in the transport documents</i>
VII.	<i>Untreated fish, molluscs and crustaceans⁶</i>	<i>On melting ice or at temperature of melting ice</i>
VIII. Deep-chilled meat		From -3 °C to -2 °C

¹ When milk is collected from the farm for immediate processing, the temperature may rise during carriage to +10 °C.

² Any preparations thereof.

³ Except for products fully treated by salting, smoking, drying or sterilization.

⁴ “Fresh cheese” means a non-ripened (non-matured) cheese which is ready for consumption shortly after manufacturing and which has a limited conservation period.

⁵ Raw vegetables which have been diced, sliced or otherwise size reduced, but excluding those which have only been washed, peeled or simply cut in half.

⁶ Except for live fish, live molluscs and live crustaceans.

Proposal 2 for voting

7. Add a new paragraph 5 after paragraph 4 of annex 3 to read as follows:

“5. The special transport equipment for the chilled foodstuffs listed below shall be fitted with an instrument capable of measuring and recording air temperatures and storing the data obtained (hereinafter referred to as the instrument) to monitor the air temperatures to which chilled foodstuffs intended for human consumption are subjected.

The instrument shall be verified in accordance with EN 13486 (Temperature recorders and thermometers for the transport, storage and distribution of chilled, frozen, deep-frozen/quick-frozen food and ice cream – Periodic verification) by an accredited body and the documentation shall be available for the approval of the competent ATP authorities.

The instrument shall comply with standard EN 12830 (Temperature recorders for the transport, storage and distribution of chilled, frozen, deep-frozen/quick-frozen foodstuffs and ice cream – Tests, performance, suitability).

Temperature recordings obtained in this manner must be dated and stored by the operator for at least one year or longer, according to the nature of the food.”

Justification

8. The Russian Federation believes it is very important for the ATP requirements to comply with the main purpose of the Agreement — “improving the conditions of preservation of the quality of perishable foodstuffs during carriage” — as stated in the preamble to the Agreement, and ensuring safety both with respect to the carriage of quick-frozen/deep-frozen and frozen and chilled foodstuffs.

Costs

9. For proposal 1:

There are no additional costs.

10. For proposal 2:

Special vehicles are to be equipped with air temperature monitoring instruments for the carriage of chilled perishable foodstuffs. However, bearing in mind that special vehicles used for the transport of quick-frozen/deep-frozen and frozen goods are now already equipped with such instruments, which are used as well for the carriage of chilled perishable foodstuffs, the overall amount of work required, in our view, is not very great.

Feasibility

11. The proposed changes will create better conditions for preserving the quality of chilled perishable foodstuffs during their transportation.

Enforceability

12. For proposal 1:

No problems with implementation of the proposal are foreseen.

13. For proposal 2:

Some special vehicles will need to be equipped with air temperature monitoring instruments, which are mass produced by all countries parties to ATP.
