



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.11/204
30 November 2001

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Perishable Foodstuffs

REPORT OF THE WORKING PARTY ON ITS FIFTY-SEVENTH SESSION

(12-15 November 2001)

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ATTENDANCE

1. The following member States of the United Nations Economic Commission for Europe were represented: Belgium; Czech Republic; Denmark; Finland; France; Germany; Italy; Netherlands; Norway; Portugal; Russian Federation; Spain; Sweden; United Kingdom of Great Britain and Northern Ireland; United States of America. The intergovernmental organization International Institute of Refrigeration (IIR) and the non-governmental organization Transfrigoroute International (TI) also took part in the meeting.
2. The non-governmental organization Liaison Committee of Coachwork and Trailer Builders (CLCCR) took part in the session at the invitation of the secretariat.
3. The Working Party agreed that CLCCR should participate regularly in its forthcoming sessions.

ADOPTION OF THE AGENDA

4. The provisional agenda (TRANS/WP.11/203) was adopted.

ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

(a) Inland Transport Committee

ECE/TRANS/136, paras. 99-101

5. The Working Party was informed that the Inland Transport Committee had approved the report of the Working Party and had encouraged it to continue with the revision of the Annexes to ATP and the preparation of an ATP Handbook.
6. The Inland Transport Committee had encouraged the holding of a seminar on ATP for new Contracting Parties. For all of the Transport Division, the Committee had encouraged the secretariat to place emphasis on taking part in and contributing to activities concerning assistance to countries in transition.

(b) Working Party on Standardization of Perishable Produce and Quality Development (WP.7)

7. The Working Party took note of the work carried out within the Working Party on Standardization of Perishable Produce and Quality Development (TRADE/WP.7).

ACTIVITIES OF OTHER INTERNATIONAL ORGANIZATIONS DEALING WITH PROBLEMS OF INTEREST TO THE WORKING PARTY

International Institute of Refrigeration (IIR)

8. The representative of the International Institute of Refrigeration (IIR) informed the Working Party about the discussions at the meeting of the D2 Sub-Commission on testing

stations held in Cracow (10-11 May 2001). Reference would be made thereto under several agenda items, in particular those dealing with multi-compartment vehicles, statistics on the transport of perishable foodstuffs, refrigerants and foaming agents.

9. The representative of IIR announced that the next session of the D2 Sub-Commission would be held in Estonia.

10. He drew attention to the 21st Congress of IIR, which would be held in Washington from 17 to 22 August 2003.

Transfrigoroute International

11. The representative of Transfrigoroute International informed the Working Party about his organization's recent activities and about the latest Congress of Transfrigoroute International, held in Sofia (Bulgaria), from 21 to 22 September 2001. The Chairman and Secretary of WP.11 had attended this Congress, the theme of which was refrigerated transport in the new millennium, as part of the cooperation between the UN/ECE secretariat, Transfrigoroute International and the International Institute of Refrigeration.

IMPLEMENTATION OF THE AGREEMENT ON THE INTERNATIONAL CARRIAGE OF PERISHABLE FOODSTUFFS AND ON THE SPECIAL EQUIPMENT TO BE USED FOR SUCH CARRIAGE (ATR)

(a) Information on the status of application of the Agreement

12. To date, the following States had become parties to the Agreement: Austria; Azerbaijan; Belarus; Belgium; Bosnia and Herzegovina; Bulgaria; Croatia; Czech Republic; Denmark; Estonia; Finland; France; Georgia; Germany; Greece; Hungary; Ireland; Italy; Kazakhstan; Lithuania; Luxembourg; Morocco; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovakia; Slovenia; Spain; Sweden; the former Yugoslav Republic of Macedonia; United Kingdom; United States of America; Uzbekistan; Yugoslavia.

13. Monaco had deposited its instrument of accession on 24 October 2001 and the Agreement would enter into force for Monaco on 24 October 2002 (see C.N.1126.2001.TREATIES-5).

14. Switzerland had signed the Agreement but had not yet ratified it.

(b) Testing stations officially designated by the competent authorities of countries Parties to ATP and whose test reports might be used for the issue of ATP certificates

Document: TRANS/WP.11/2001/1 (Secretariat)

15. The Working Party took note of document TRANS/WP.11/2001/1 and, in order to update it, invited the delegations of the Contracting Parties to transmit any additional information concerning competent authorities issuing certificates of compliance, officially approved testing stations, and the addresses of bodies to be contacted in the event of difficulties.

16. The secretariat announced a new address for the competent authority in Lithuania.

17. The Chairman of the Working Party invited the secretariat to produce a consolidated document that would also give the addresses of the competent authorities.

(c) Exchange of information among Parties under article 6 of ATP

18. The Working Party took note of the reply from Norway to the questionnaire on the exchange of information among Contracting Parties under article 6 of ATP.

19. On the proposal of the representative of Spain, the Working Party added an entry concerning the railway control authority to the questionnaire.

20. The Working Party invited the competent authorities to send the secretariat their replies to the questionnaire (see annex 1 to the report) by 1 May 2002.

AMENDMENTS TO THE AGREEMENT ON THE INTERNATIONAL CARRIAGE OF PERISHABLE FOODSTUFFS AND ON THE SPECIAL EQUIPMENT TO BE USED FOR SUCH CARRIAGE (ATP) WHICH HAVE ENTERED INTO FORCE

21. The draft amendments to Annex 1, Appendices 2 and 3 to ATP, adopted by the Working Party at its last session (TRANS/WP.11/202, paras. 32-33, and annex 2), had been circulated by the depositary (see C.N.63.2001.TREATIES-1).

22. The draft amendment to Annex 1, Appendix 4 to ATP, adopted by the Working Party at its fifty-fourth session (TRANS/WP.11/198, para. 93 and annex 2), had entered into force on 27 April 2001 (see C.N.1001.2000.TREATIES-4).

23. The draft amendment to Annex 1, Appendix 4 to ATP, adopted by the Working Party at its fifty-fifth session (TRANS/WP.11/200, paras. 32-33 and annex 2), had entered into force on 11 February 2001 (see C.N.536.2000.TREATIES-3).

Amendment to article 18

24. The representative of Italy said that he had been unable to submit a proposal for the modification of article 18 and that a document to that end would be forwarded to the secretariat as soon as possible.

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

Documents: TRANS/WP.11/2001/4
TRANS/WP.11/2001/8

(a) Annex 1, Appendix 1 to ATP

25. The representative of France introduced his proposal, as contained in document TRANS/WP.11/2001/4, relating to several points in Annex 1 to ATP.

26. The Working Party adopted the proposed changes to paragraphs 2 (a) and 4 (c) of Annex 1, Appendix 1 to ATP, as annexed to this report (see annex 2).

27. It invited the secretariat to submit those texts to the depositary.

28. The Working Party felt that the test report could be drawn up in the national language of the country issuing the document, which should also be drawn up in at least one of the three official languages of ATP.

29. It decided to replace “class distinguishing marks” - wherever those words appeared in the proposal of France - by “classification marks”; and in the draft amendment to paragraph 6 of Annex 1, Appendix 1 to ATP to replace “manufacturer’s distinguishing marks affixed by the manufacturer” by “a manufacturer’s plate”. These changes and those relating to the models for test reports would be taken into account for the proposed revision of the annexes to ATP.

30. The representative of France said that he would like a clear definition of “manufacturer’s plate” in the definitions section of the revised Annexes in order to prevent confusion.

31. It was also agreed to add, in the same paragraph 6, the number of the reference report but not the value of the K coefficient. That reference to the number of the reference report would make the vehicle more easily traceable.

32. The Working Party decided to insert in all the test report models (revised version) a footnote reading:

“ Distinguishing sign of the country, as used in international road traffic.”*

33. The representative of Germany presented a proposed amendment (TRANS/WP.11/2001/8) to introduce, in Annex 1, an additional class G for an inside temperature of -30° C.

34. That proposal was supported by Transfrigoroute International, which felt that the frozen foodstuffs industry and carriers needed such a class; it corresponded to current market practice, whereby most of the large commercial groups and supermarkets required temperatures of approximately -28° C.

35. As to whether ATP should deal with health issues or the quality of produce, attention was drawn to the preamble of the Agreement, which explicitly stated the desire “of improving the conditions of preservation of the quality of perishable foodstuffs during their carriage”.

36. Several speakers emphasized that they saw no need to introduce a class G for the time being.

37. The Chairman requested delegations to raise this matter in their respective countries and invited Transfrigoroute International to submit, before the next session, a letter setting out the position of the European frozen foodstuffs industry as a whole.

38. The representative of Germany suggested that a smaller sticker should be sufficient for small special equipment.

39. This question would have to be discussed beforehand in the Sub-Commission on testing stations.

(b) Annex 2, Appendix 1 to ATP

40. The representative of the United Kingdom pointed out that at the community level, Directive 92/1/EEC would have to be modified for standard EN 12830 to be adopted in its entirety.

41. He informed the Working Party about the steps taken by the United Kingdom Food Standards Agency.

42. The Working Party decided to keep this item on the agenda.

Annex 3 to ATP

43. The Working Party adopted Annex 3, as annexed to this report (see annex 3).

44. It invited the secretariat to submit this annex to the depositary.

45. The representative of France informed the secretariat, after the meeting, that his Government would be submitting an official objection to the entry into force of this Annex. He

considered that the adoption of this amendment seemed premature in view of the revision of similar texts within the European Union - thus confirming the concerns expressed during the meeting.

PROCEDURES FOR THE APPROVAL OF MULTI-COMPARTMENT MULTI-TEMPERATURE VEHICLES

Document: TRANS/WP.11/2001/7

46. The representative of the United Kingdom drew the Working Party's attention to the question of the length of vehicles and the problems of monitoring temperatures in refrigerated transport over long distances.

47. The Working Party was informed of a meeting held in Paris, on 7 November 2001, to find a single methodology for the approval of multi-compartment multi-temperature vehicles.

48. Following that meeting, the expert from Germany had withdrawn his proposal in document TRANS/WP.11/2001/7. This question would have to be discussed first in the meeting on testing stations.

49. The Working Party kept this item on the agenda for its next session.

REVISION OF THE ANNEXES TO ATP

Documents: TRANS/WP.11/2000/8
TRANS/WP.11/2000/11
TRANS/WP.11/2001/4

50. The Working Party requested Mr. Bowyer (United Kingdom) to prepare a new version of the revised annexes, taking into account the amendments adopted in the proposal of France (TRANS/WP.11/2001/4).

51. It would be useful for this new version to contain a section recapitulating all the definitions used in the Agreement.

DRAFT ATP HANDBOOK

Documents: TRANS/WP.11/2001/2
TRANS/WP.11/2001/3
TRANS/WP.11/2001/4

52. A member of the secretariat explained the methodology used for the would have to be modified TIR Handbook (ECE/TRANS/TIR/5) which distinguished between "comments" and "explanatory notes". The latter were an integral part of the TIR Convention; they provided an interpretation of some provisions of the Convention and also included some recommended practices. The comments were not binding on the Parties, but they were nevertheless important

for the interpretation, harmonization and implementation of the TIR Convention. They were adopted by consensus and reflected the opinion of the bodies responsible for the Convention (Administrative Committee and WP.30 Working Party).

53. The Working Party decided to adopt a similar approach for the preparation of the ATP Handbook.

54. The Working Party invited the secretariat to prepare the draft ATP Handbook on the basis of the revised version of the annexes. It also requested it to make a proposal for a new article in the Agreement to provide for the status of the explanatory notes in the ATP Handbook.

55. The Working Party took note of the report of the meeting of the informal group on the ATP Handbook held in Roskilde, Denmark, from 14 to 16 March 2001.

56. It requested the informal group to continue its work on the draft Handbook, taking into account the revision of the annexes.

57. The representative of the United Kingdom extended an invitation for the next session of the informal group on the ATP Handbook to be held in Cambridge in April 2002, with the participation of Denmark, France, Germany, Italy, Netherlands, Portugal, Sweden, the United Kingdom and the secretariat.

FACILITATION OF INTERNATIONAL TRANSPORT OF PERISHABLE FOODSTUFFS

58. A member of the secretariat informed the Working Party about the progress of work on the preparation of draft Annex 8 to the 1982 International Convention on the Harmonization of Frontier Controls of Goods.

SCOPE OF ATP

Document: TRANS/WP.11/2000/12

59. The representatives of Finland, the Russian Federation and Spain said that they were in favour of including a new annex on the transport of fresh fruit and vegetables in ATP. The representative of Finland said that his policy position on the extension of ATP to fresh fruit and vegetables depended on the content of the final text which would need to be inserted.

60. The representatives of Germany and the United Kingdom said that it would be impossible to introduce such an annex given the variety of types of fruit and vegetables and the particularity of the conditions for their transport, which depended on a number of parameters including, for example, the season, the vehicle's speed, the distance to be covered, the ambient temperature and the temperature of storage.

61. They felt that the temperatures indicated in document TRANS/WP.11/2000/12 were not optimal and that the UN/ECE standards for fresh fruit and vegetables and the temperature

indications provided by the market and by several institutes were sufficient for specifying the temperatures to be observed for the transport of fresh fruit and vegetables. Such information could be found on Web sites such as: www.envirotainer.com.

62. The representative of Spain said that long-distance transport of fresh fruit and vegetables deserved particular attention and the Working Party should wait to have the views of all delegations, including the delegation of Transfrigoroute International, which was not present during the discussion.

63. The representative of the Russian Federation emphasized the need for his country to have an annex for the transport of fresh fruit and vegetables since transport by train could take 5 to 15 days or more over long distances and involved considerable temperature variations.

64. The Working Party kept this item on the agenda for its next session.

KIT BODIES

65. The Chairman of the Working Party announced that the Transfrigoroute proposal on kit bodies was ready. It could be discussed at the meeting on testing stations before it was introduced at the next session of the Working Party.

PROCEDURES FOR DETERMINING THE EFFICIENCY OF EUTECTIC BATTERY REFRIGERATION APPLIANCES

66. This item was kept on the agenda for a further year pending receipt of a working paper announced by the representative of Spain.

REFRIGERANTS AND BLOWING AGENTS

67. Several speakers informed the Working Party about the situation in their respective countries concerning the prohibition of CFCs and HCFCs.

68. The representative of the Russian Federation reported on the progress made in his country with the use of environmentally-friendly refrigerants replacing R12.

69. The representative of Finland announced that new regulations which had entered into force in his country on 1 January 2000 prohibited the marketing of new products containing HCFC. The products, if manufactured before 1 January 2000, could be imported to and marketed in Finland.

70. The Working Party kept this item on the agenda for the next session with a view to obtaining information on the subject from delegations.

STATISTICS CONCERNING ATP

71. As the only statistics available were those taken from ATP certificates, the Working Party decided to remove this item from the agenda.

PROCESSES OF INTEGRATION IN EUROPE AND THEIR POSSIBLE EFFECT ON THE APPLICATION OF ATP AMONG PARTIES TO THE AGREEMENT

72. The Working Party was informed about the preparation of a draft European text on hygiene, which would include four different regulations.

73. This item was kept on the agenda for the next session.

PROGRAMME OF WORK FOR 2002-2006

74. The Working Party adopted its programme of work for 2002-2006 (see annex 4).

75. Views were exchanged on the most efficient way of setting the length and periodicity of meetings, which would have to be reviewed after the completion of the revision of the annexes and the preparation of the ATP Handbook.

DATE OF THE NEXT SESSION

76. The Working Party was informed that its fifty-eighth session had been provisionally scheduled for 11 to 14 November 2002.

ELECTION OF OFFICERS FOR THE NEXT SESSION

77. The Working Party elected Mr. M. Eilsoe (Denmark) as Chairman and Mr. B. McGregor (United States of America) as Vice-Chairman for its next session.

ADOPTION OF THE REPORT

78. The Working Party adopted the report on its fifty-seventh session, with its annexes.

ANNEX 1
QUESTIONNAIRE ON EXCHANGE OF INFORMATION BETWEEN CONTRACTING PARTIES UNDER
ARTICLE 6 OF ATP

Table 1

1.1 Exchange of information between ATP member States (article 6 (1) of the ATP Agreement) (to be completed by 1 May 2002)

Member State Competent authority¹

Contact person Tel./Fax

Who carries out the measures? How often?	What is checked?	Consequences in the case of non-compliance with article 4 (1) of ATP
<ul style="list-style-type: none"> * traffic police frequency¹ _1_2_3_4_5 * road/rail control authority frequency¹ _1_2_3_4_5 * customs authority frequency¹ _1_2_3_4_5 * authority for the inspection of foodstuffs frequency¹ _1_2_3_4_5 * others <ul style="list-style-type: none"> * * 	<ul style="list-style-type: none"> * Validity of the ATP Certificate (certification plate) * Validity of the distinguishing mark * Damage to the transport equipment * Inspection of the suitability of the transport equipment for the goods to be carried 	<ul style="list-style-type: none"> * Rejection by the control authority * Note in the freight documents and continuation of journey * Report to a competent health authority (Designation of the authority ...): * Inspection of the foodstuffs * Release/seizure/rejection * Fine for an administrative offence * Amount of the fine about² * Information from the country of registration (article 6 (2) of ATP) * Other measures
Remarks/amendments		

¹ Distribution of frequency from 1 = rarely to 5 = regularly.

² Please indicate range of the amount of the fine in the national currency.

Annex 2

**DRAFT AMENDMENTS ADOPTED BY THE WORKING PARTY TO
PARAGRAPHS 2 (a) AND 4 (c) OF ANNEX 1, APPENDIX 1 TO ATP**

(1) Annex 1, appendix 1, paragraph 2 (a):

Read:

“(a) New equipment of a specific type serially produced may be approved by testing one unit of that type. If the unit tested fulfils the requirements prescribed for the class to which it is presumed to belong, the test report shall be regarded as a Type Approval Certificate. This certificate shall expire at the end of a period of six years *beginning from the date of completion of the test.*

The date of expiry of test reports shall be stated in months and years.”

(2) Annex 1, appendix 1, paragraph 4 (c):

Read:

“(c) in the case of serially produced equipment, the technical specification of the equipment to be certified (this specification must cover the same items as the descriptive pages concerning the equipment which appear in the test report *and must be drawn up in at least one of the three official languages.*)”

Annex 3

**DRAFT AMENDMENTS ADOPTED BY THE WORKING PARTY
TO ANNEX 3 TO ATP**

“DRAFT ANNEX 3 OF ATP

**SELECTION OF EQUIPMENT AND TEMPERATURE CONDITIONS TO BE
OBSERVED FOR THE CARRIAGE OF CHILLED FOODSTUFFS**

1. For the carriage of the following chilled foodstuffs, the transport equipment has to be selected and used in such a way that during carriage the highest temperature of the foodstuffs at any point of the load does not exceed the indicated temperature. If, however one should proceed to the verification of the temperature of the foodstuff, this shall be done according to the procedure laid down in Appendix 2 to Annex 2 to this Agreement.
2. Accordingly, the temperature of the foodstuffs at any point in the load must not exceed the temperature as indicated below on loading, during carriage and on unloading.
3. Where it is necessary to open the equipment, e.g. to carry out inspections, it is essential to ensure that the 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.

	<u>Maximum temperature</u>
I. Raw milk ¹	+ 6° C
II. Red meat ² and large game (other than red offal)	+ 7° C
III. Meat products, ³ pasteurized milk, fresh dairy products (yoghurt, kefir, cream and fresh cheese ⁴), ready cooked foodstuffs (meat, fish, vegetables), ready to eat prepared raw vegetables and vegetable products ⁵ and fish products ³ not listed below	either at + 6° C or at temperature indicated on the label and/or on the transport documents
IV. Game (other than large game), poultry ² and rabbits	+ 4° C
V. Red offal ²	+ 3° C
VI. Minced meat ²	either at +2° C or at temperature indicated on the label and/or on the transport documents
VII. Untreated fish, molluscs and crustaceans ⁶	on melting ice or at temperature of melting ice

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."

Annex 4

PROGRAMME OF WORK FOR 2002-2006

ACTIVITY 02.11: TRANSPORT OF PERISHABLE FOODSTUFFS

Harmonization of regulations and standards relating to the international transport of perishable foodstuffs and facilitation of its operations **Priority: 2**

Description:

Review of the harmonization and the facilitation of the international transport of perishable foodstuffs under the ATP Agreement and updating of this Agreement in order to keep it in line with technological developments, taking into account safety and quality standards.

Work to be undertaken:

CONTINUING ACTIVITIES

- (a) Consideration of amendment proposals to ATP to ensure it is updated as necessary. **Priority: 1**

Output expected by the end of 2003:

Entry into force of the revision of Annexes 2 and 3 of ATP.

- (b) Exchange of information on the implementation of ATP by virtue of article 6. **Priority: 1**

Output expected by the end of 2002:

To produce a document on an annual basis concerning information exchanged between Contracting Parties on the implementation of ATP.

- (c) Follow-up of resolution No. 243 on "Improving the traffic flow of ATP vehicles for the transport of foodstuffs covered by ATP" for better facilitation. **Priority: 2**

Output expected by the end of 2003:

To finalize an Annex to the International Convention on the Harmonization of Frontier Controls of Goods;

To consider the difficulties encountered at border crossings, for the transport of perishable foodstuffs, on an annual basis.

- (d) Review of the definitions and standards (in Annex 1) for the carriage of perishable foodstuffs following the Montreal Protocol to take account of new refrigerants and insulating materials, and environmental constraints. Priority: 2

Output expected by the end of 2004:

To contribute to the promotion of less polluting vehicles and fuels, as recommended in the Programme of Joint Action adopted by the Regional Conference on Transport and the Environment (Vienna, 12-14 November 1997).

- (e) Consideration of methods developed by the IIR Sub-Commission on testing stations. Priority: 3

Output expected by the end of 2003:

To take account of the work done by IIR relating to the transport of perishable foodstuffs.

- (f) Elaboration of an ATP Handbook Priority: 1

Output expected by the end of 2002:

To have a final version of the Handbook for publication.

ACTIVITIES OF A LIMITED DURATION

- (g) Elaboration of a procedure for the revision of ATP in order to accelerate the entry into force of texts adopted by the Working Party. (2002) Priority: 1

Output expected by the end of 2003:

Entry into force of the revision of article 18 of ATP.

- (h) General review of the Annexes of ATP to update the texts. (2003) Priority: 1

Output expected by the end of 2002:

To finalize the first draft of the major changes to the Annexes.

- (i) Consideration of proposals on the conditions of transport of fresh fruit and vegetables. (2004) Priority: 2

Output expected by the end of 2003:

To finish the consideration of the feasibility of introducing rules for the transport of fresh fruit and vegetables into ATP.

- (j) Consideration of amendment proposals relating to test methods and procedures for the approval of multi-compartment and multi-temperature vehicles, to take account of technical developments. (2003) Priority: 2

Output expected by the end of 2002:

The entry into force of a new amendment to ATP on multi-compartment and multi-temperature vehicles.

- (k) Process of integration in Europe in relation to ATP. (2002) Priority: 1

Output expected by the end of 2002:

To cooperate with the Commission of the European Communities with the aim of harmonizing European regulations with ATP.

- (l) Review of the approval of kit-bodies. (2003) Priority: 2

Output expected by the end of 2003:

The entry into force of a new amendment to ATP on the approval of kit-bodies.
