



Economic Commission for Europe**Inland Transport Committee****Working Party on the Transport of Perishable Foodstuffs****Seventy-sixth session**

Geneva, 13-16 October 2020

Item 3 (a) of the provisional agenda

Activities of ECE bodies of interest to the Working Party:**Inland Transport Committee****Sustainable Development Goals and ITC strategy****Transmitted by the Vice-Chair of WP.11****Introduction**

1. The UN has developed Sustainable Development Goals (SDG's) and the UNECE/ITC has taken these goals into their strategy to improve the quality of life. For the ATP 4 of these SDG's are identified by the ITC. WP.11 needs to give a response on this topic in time for the February 2021 session of the ITC. This document intends to prepare for discussion during the October 2020 session of WP.11 to inform the ITC on compliance with these SDG's.

ITC strategy and SDG's

2. The ITC has identified the following SDG's for the ATP;

SDG No. 2; zero hunger

3. The ITC sees the role of the ATP for this SDG as follows "*The ATP enables the preservation and safe carriage of agricultural products and the quality of food available*".

4. This position is indeed correct and is as far as possible complied with. It can be argued that not all foodstuffs that may "perish" are included in the ATP, this can however be replied that the regulation concentrates on foodstuffs that are lethal for humans when consumed perished and that in this way regulatory pressure on transport is limited to where it is absolutely necessary. Non-lethal foodstuffs such as fresh fruit and vegetables are easily recognizable when perished. As there is a direct financial impact on consignees and carriers and no consequences for public health this may be left to the market.

5. In addition to this we could suggest developing guidance for the other foodstuffs taking note that variation in type of foodstuff, and the purpose after carriage (storage of direct consumption) will make it very difficult to give exact guidance on conditions of carriage.



SDG No. 8 - decent work and economic growth

6. The ITC sees the role of the ATP for this SDG as follows, *“The ATP allows for resource efficiency in Global consumption”*.

7. The statement of “efficiency in Global consumption” may be seen as exaggerated however the impact of the ATP on countries with a lower level of regulatory development, the equipment and thermal appliances approved based on the requirements of the ATP, will give a minimum level of performance and contribute to resource efficiency on a global scale. In particular foodstuffs from an animal origin, that are in particular hazardous when consumed “perished” and thus subject to the ATP, have a great impact on the environmental footprint and loss of these products have a larger impact than loss of “plant” based foodstuffs. This SDG is complied with when the ATP is kept up-to-date and relevant.

SDG No. 12 – Responsible consumption and production

8. The ITC sees the role of the ATP for this SDG as follows, *“The ATP helps maintaining the cold chain and reducing wastage and food losses during transport”*. Although we have no influence on consumption, we have an effect on production when the carriage to the place of consumption is taken into account as being part of food production. Although not all foodstuffs are covered but the availability of conditioned means of transport following the line with the requirements of the ATP, will see the use of these equipment for the other foodstuffs as well as a first choice of consigners and carrier to deliver the foodstuffs in perfect condition. This SDG is complied with when the ATP is kept up-to-date and relevant.

SDG No. 14 – life below water

9. The ITC sees the role of the ATP for this SDG as follows, *“The ATP contributes for sustainable fishing practices.”*

10. Fish is by definition not caught on the place where the main consumption is. In such fish products will need to be carried. Fish falls under the scope of the foodstuffs of the ATP. Loss of fish product is prevented by the proper use of ATP equipment for carriage. This SDG is complied with when the ATP is kept up-to-date and relevant.

11. In the ITC strategy summary (see annex to this document) ATP/WP.11 is not particular addressed but some items such as number 2 and 10 may be relevant to a degree. Things such as limiting the environmental footprint of carriage of foodstuffs and the multi modal carriage (as far this is possible) for inland transport.

Conclusion

12. It may be seen that the ATP complies with the SDG’s allocated by the ITC. A condition to remain in line is to stay relevant and to keep up to date with technological progress.

Annex

ITC Strategy Implementation by Subsidiary Bodies

Apart from the regular work, ITC subsidiary bodies need to undertake the following tasks in the Strategy:

1. Amendments to the legal instruments with geographical and procedural barriers by 2025 (all WPs/SCs and ACs)
2. Review of relationship of the existing legal instruments and recommendations by 2022 (all WPs/SCs and ACs to review the legal instruments in the context of different clusters, namely safety, cross-border efficiency, environment and connectivity)
3. Identification of additional necessary legal instruments (Based on the review, all WPs/SCs and ACs to identify gaps of the legal instruments fully meet the needs for safety, cross-border efficiency, environment and connectivity)
4. Finalizing two new legal instruments that are under development from 2020: URL and OmniBUS (AC.2 and SC.1 respectively)
5. Exploring possible new legal instruments from 2020 (all WPs/SCs and ACs based on the above item c)
6. Further expand global participation in, and cooperation between, WP.1 and WP.29
7. Update DETA and host it at ECE from 2022 onwards (WP.29)
8. Promote the accession and operationalization of the e-CMR within the ECE region and beyond from 2019 (SC.1)
9. Gradually develop e-TIR leading to the possible full implementation of the e-TIR system by 2023, subject to the entry into force of new Annex 11 to the TIR Convention (WP.30 and AC.2)
10. Identify, foster and facilitate the introduction of new technologies in the rail, road, road-based mobility, inland waterway, logistics, intermodal transport until 2030 (all WPs/SCs and ACs)
11. Enhance support to automated vehicles from 2019, including continuation of amendments to the existing legal instruments and standards, and possible development of new agreement(s), both if necessary (WP.1 and WP.29)
12. New training standards and competency criteria from 2022 (all WPs/SCs and ACs with legal instruments)
13. Support to integrated intermodal connectivity and mobility from 2020 (WP.24)
14. Support to integrated intermodal connectivity and mobility from 2020, including TEM, TER, intermodal and logistics (WP.24, SC.1 and AC.2)
15. Transport Statistics: Continuation and improvement of the data gathering, validation and dissemination processes to produce accurate statistics that allow evidence-based transport decisions. From 2019 to 2030 (WP.6)
16. Support to interregional inland transport connectivity and corridors from 2019 (WP.5)
17. New tools and activities from 2019, e.g. - THE PEP; further development of local pollutant module of ForFITS; reviews on green transport and mobility (WP.5, WP.29)
18. Investigate the influence of climate change on transport infrastructure (WP.5)