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

Geneva, 24-27 October 2023

Item 2 (a) of the provisional agenda

Activities of ECE bodies of interest to the Working Party:**Inland Transport Committee**

9 October 2023

English

Recommended information for the review of ITC Working Parties**Transmitted by the WP.11's bureau with inputs from the secretariat**

This document is prepared in implementation of decision 8 of the Inland Transport Committee at its 85th session (ECE/TRANS/328, para 18). It covers the 5-year period 2018-2023¹.

[To be filled out by Chairs of ITC Working Parties on behalf of the respective bodies under their responsibility]

*Kees de Putter, Chair WP.11
Olivier Valet, Vice-Chair WP.11*

I. Subsidiary body mandates and governance framework**A. General Assembly/ECOSOC****B. UNECE****C. ITC**

The work of UNECE Inland Transport Committee (ITC) on the transport of perishable foodstuffs goes back to 1948, when after ravaging food shortages in the aftermath of World War II, the ITC decided to set up a Working Party to look into the nature and extent of international traffic in perishable foodstuffs, aiming to ascertain operating difficulties and to study transport requirements for subsequent years. The establishment of the Working Party for transport of perishable goods is reflected in E/ECE/59 paragraph 5 (1948). It is also reflected in Article 18 of the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP). The Working Party on the Transport of Perishable Foodstuffs is commonly known as WP.11.

D. Memo item: Alignment with ITC revised Terms of Reference and Rules of Procedure

- *Past and present, incl. renaming of Working Parties, changes geographical scope and membership structure*

As reported at the eighty-fifth session of ITC (see ECE/TRANS/2023/3), at its seventy-eighth session (May 2022) WP.11 studied a comparison of the rules of procedure of the Working Party and those adopted by ITC (see ECE/TRANS/WP.11/2022/4). WP.11 concluded that there was no need to amend its Rules of Procedure immediately (see ECE/TRANS/WP.11/247, paragraph 87).

¹ If a Working Party considers it relevant, it may submit information for the period **2013-2023**, i.e. since the previous full review of working parties.

Any country member of the United Nations can participate in WP.11's activities. All contracting parties to ATP, even non-ECE countries, may vote on proposals to amend ATP.

- *Planned*
- *Identified needs and gaps (outline and provide documentation)*

II. Working Party objective

[Please also specify source, e.g. Terms of Reference, other strategic documents etc]

- Initiate and pursue actions aimed at enhancing the preservation of the quality of perishable foodstuffs during their carriage, particularly in international transport;
- Promote the facilitation of international transport of perishable foodstuffs by harmonizing the relevant regulations and rules and the administrative procedures and documentation requirements to which this transport is subject;
- Develop and update the Agreement concerning the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP), concluded in Geneva in 1970, and other relevant legal instruments on the transport of perishable foodstuffs that the ITC may charge it with administering;
- Encourage the accession of new countries to the Agreements mentioned above;
- Ensure harmonization of the ATP with other relevant legal instruments on the transport of perishable foodstuffs developed in other fora;
- Contributing through its activities to the implementation of SDGs 2, 3, 8, 9 and 12 and their related targets.

The Working Party adopts draft amendments to the ATP which are proposed to contracting parties for final adoption and entry into force, according to the legal procedure of treaties.

(Reference document ECE/TRANS/WP.11/229, Terms of reference of WP.11)

III. Work areas covered by the Working Party *[substance]*

A. Transport facilitation (including border-crossing facilitation) *[select one of the following]*

- ~~Only work area~~
- Main work area

ATP allows carriers of one country as a contracting party to carry perishable foodstuffs from its country of origin through and to any other country contracting party without additional requirements imposed by transit or destination countries. Nonetheless, transport operations remain subject to national or international regulations applicable for inland transport in general such as road traffic, international road transport and international trade.

Transport facilitation aspects included in the ATP are certificates of compliance and distinguishing marks, which allows to:

- minimize waiting times for ATP-approved vehicles transporting perishable foodstuffs;
- ensure that the required controls are carried out as quickly as possible;
- allow the operation of the necessary refrigerating units of vehicles carrying perishable foodstuffs during the time of crossing the border;
- cooperate, in particular through advance information exchange, with their counterparts in other Contracting Parties in order to accelerate border crossing procedures for perishable foodstuffs.

Countries contracting parties to ATP share common requirements for the international transport perishable foodstuffs. This simplifies transport operations between these countries, in particular to and from the European Union. These simplified procedures, combined with increased transport safety, strengthen transport and help promote commercial and economic development in the relevant regions.

- ~~Minor work area~~

- N/A

B. Safety (including Road safety) [*select one of the following*]

- ~~• Only work area~~
- Main work area

The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) is intended to ensure that perishable ((deep) frozen and chilled) foodstuffs are transported safely and efficiently, to avoid threats to human health and to perform the transport operations in an environmentally sound way. The ATP may also be applied for national transport of perishable foodstuffs by contracting parties giving a sound baseline for safe and efficient transport internally in these countries.

- ~~• Minor work area~~
- ~~• N/A~~

C. Environmental/climate performance [*select one of the following*]

- Only work area

The ATP main purpose is to guarantee food safety and reduction of food waste, which is an environmental and climate issue in itself (see D. below). Although ATP is not directly involved in setting pollution standards of drive systems the ATP depends on and allows for regulation done by other subsidiary bodies for example emissions of Non Road Mobile Machinery, battery performance requirements and reducing the GWP of refrigerants.

In addition to this, much work has already been undertaken to ensure that electrification of the refrigeration becomes possible. This work is still ongoing as the guarantee of continuously maintaining the transport conditions depends on the availability of the supply of electricity. For this, electrical supply is needed as overnight stops and other measures that need to be resolved in the near future.

- ~~• Main work area~~
- ~~• Minor work area~~
- ~~• N/A~~

D. Other (Security) [*select one of the following*]

- ~~• Only work area~~
- ~~• Main work area~~
- Minor work area

Food security has become increasingly important in light of recent food crises caused by drought, the use of agricultural products as biofuels and inflation of food prices. Food security is also affected by the waste of foodstuffs. ATP contributes to the overall reduction of food waste due to inadequate transport conditions. Millions of tonnes of foodstuffs going to waste also results in wasting very scarce or non-renewable resources required to produce foods, such as land, water, energy, and chemical fertilizers and pesticides.

- ~~• N/A~~

IV. Work areas covered by the Working Party – efficiency and value added

A. Internal overlaps/duplication (other UNECE bodies performing similar/identical tasks) [*expand as necessary, if more than one areas of overlap*]

- Area of work 1: Enhanced facilitation of transport of perishable goods;
 - ~~○ Full overlap (explain)~~
 - ~~○ Partial overlap (explain)~~
 - No overlap
- Area of work 2: Safer food with less negative impact on human health;
 - ~~○ Full overlap (explain)~~
 - ~~○ Partial overlap (explain)~~
 - No overlap
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- Area of work 3: Reduction of waste due to better food preservation;

- Full overlap (explain)
- Partial overlap (explain)
- No overlap

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B. External overlaps/duplication (other non-UNECE bodies performing similar/identical tasks) [*expand as necessary, if more than one areas overlap*]

- Area of work 1: Enhanced facilitation of transport of perishable goods;
 - Full overlap (explain)
 - Partial overlap (explain)
 - No overlap
- Area of work 2: Safer food with less negative impact on human health;
 - Full overlap (explain)
 - Partial overlap (explain)
 - No overlap
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- Area of work 3: Reduction of waste due to better food preservation;
 - Full overlap (explain)
 - Partial overlap (explain)
 - No overlap

C. Internal synergies (with other UNECE bodies performing complementary tasks) [*expand as necessary, if more than one areas of synergies*]

- Area of work 1 (explain)
 - WP.5 – for accessibility of electrical power at overnight stops of transport equipment.
 - WP.29 – for standards on battery performance and emissions of vehicle engines driving thermal appliances, E-axles and braking, electromagnetic compatibility.

D. External synergies (with other non-UNECE bodies performing complementary tasks) [*expand as necessary, if more than one areas of synergies*]

- Area of work 1 (explain)
 - International Institute of Refrigeration (IIR): Organizes every year the IIR Sub-Commission “CERTE” Meeting, with participation of ATP testing stations, to discuss technical proposals that are submitted at a later stage to WP.11.
 - There is a long standing procedure cooperation with the European Committee for Standardization (CEN) and the International Organization for Standardization (ISO). Standards developed by CEN/ISO in relation with transport of perishable foodstuffs are aligned with the provisions developed for ATP and referenced in the regulations.

V. Work methods

[please outline, e.g. numbers of meetings and official documents, other types of meetings, number of subsidiary Working Parties, supervision of informal groups or Groups of Experts, communication methods, etc.]

The Working Party normally meets once a year with around 60 participants per session who represent contracting parties, their competent authorities, other countries, intergovernmental organizations and non-governmental organizations. Countries intending to accede to ATP are welcome to participate in the sessions of the Working Party.

Industries and businesses involved in shipping and transport of perishable foodstuffs can also follow the work of the Working Party through the non-governmental organizations that represent them in the meetings and through the meeting documentation publicly available. This represents an advantage for all those involved as they can know which standards will govern the sector in the years to come and can anticipate future regulatory changes.

Official documents per year:

- Around 25

Optimization of the work:

- Planned to make the best use of the available resources, especially financial resources;
- Procedures to avoid duplication of work;
- Preliminary discussions and preparation of draft amendments in the informal working groups;

Informal working groups under the supervision of WP.11 (2017-2023):

WP.11	<ul style="list-style-type: none"> • Informal working group on improvements to the approval system of ATP equipment and thermal units. • Informal working group on documentation. • Informal working group for the improvement of the methods of work of WP.11.
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VI. Main partners *[please outline]***A. Government sector:**

Representatives of the following countries have taken part in the sessions of WP.11: Croatia, Czech Republic, Denmark, Finland, France, Germany, Italy, Luxembourg, Netherlands, Poland, Portugal, Russian Federation, Slovakia, Slovenia, Spain, Switzerland, Turkey, United Kingdom of Great Britain and Northern Ireland and United States of America.

B. International/intergovernmental organizations:

- International Institute of Refrigeration (IIR)

C. Non-governmental sector:

- Transfrigoroute International (TI)
- International Air Transport Association (IATA)
- International Association of the Body and Trailer Building Industry (CLCCR)

D. Academia:**D. Other (please specify):****VII. Results achieved** *(highlight major results since 2017)*

- Regulatory/Normative work and contracting parties (e.g., *amendments to legal instruments, number of contracting parties, etc.*)

Amendments to legal instruments

WP.11 adopts draft amendments to the ATP which are proposed to contracting parties for final adoption and entry into force, according to the legal procedure of treaties.

Every two years, a revised consolidated version of ATP as amended is published.

Main amendments since 2017

The 2017, 2020 and 2022 editions of ATP contain new or revised provisions concerning particularly:

- New methodologies for calculating the mean surface area of the body of a panel van as well as inclusion of Illustrations on the three methods adopted in the ATP Handbook;
- Amendments to Model Test reports included in Annex 1, appendix 2 of the ATP;
- Adoption of provisions to allow for the replacement of fluorinated gases (F-gases) used as refrigerants in special equipment currently in use for other refrigerants with lower Global Warming Potential (GWP). F-gases are a family of man-made gases used in a range of industrial applications;

- Provisions to define a procedure for the replacement of fluorinated gases for other refrigerants with lower Global Warming Potential (GWP), that might emerge in the near future, facilitating the reduction of emission and combating climate change;
- Methods to calculate the internal surface of panel vans and external surface of tanks;

- **Number of contracting parties**

With the accession of San Marino (17/05/2016), Islamic Republic of Iran (2/12/2021) and Armenia (25/01/2022), ATP now counts 52 contracting parties.

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- Policy recommendations
- Capacity development and technical assistance (*e.g., seminars, webinars, other activities*)
 - Major outputs

At its seventy-first session, WP.11 endorsed a text for a Road Map on accession and implementation of ATP. This Road Map contains information for experts and legal advisers in relevant ministries and departments, as well as for other relevant ministries (e.g. environment, interior, foreign affairs), presidential administrations and national parliaments in countries interested in becoming contracting parties to ATP. It also aims to provide useful information to Contracting Parties to ATP during the implementation process. Now available in electronic format, it is considered a useful tool for promoting ATP and the work of WP.11 in countries not yet Contracting Parties and in the national administrations of countries already Contracting Parties. It also contributes to the implementation of the 2030 Strategy of the ITC. See <https://unece.org/road-map-accession-and-implementation-atp>
- Analytical work
 - Major publications

VII. Results and changes expected in near future

- Use of new insulating foams and blowing agents that are both safe for the ozone layer and highly effective
- Determination of fuel consumption of vehicle-powered refrigeration units in order to increase energy efficiency and reduce emissions;
- Determination of the insulating capacity of isothermal transport equipment (K value) that directly influences the final CO₂ emissions of a thermal engine;
- Develop energy-labelling schemes or minimum-efficiency standards for the refrigerated transport industry, which have shown a push of the market towards more energy-efficient products.

A. Possibilities for streamlining and synergizing activities within each of the expected results

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C. Ways of improving efficiency and methods of work

- Extended cycle of amendments to the Agreement (two years) with the possibility of notifying amendments dealing with urgent matters at any time during the cycle;
- To explore the possibility of including non-legally binding provisions for the transport of fresh fruits and vegetables;
- Creation of informal working groups for topics in which expert knowledge is required (i.e. technical requirements for cooling systems/control systems, etc.).

D. Expected results and related activities that may need to be reoriented/refocused to better reflect priority demands of member States and contracting parties

D. Possible optimization of the structure of the programme of work

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E. Areas identified for enhancement or abolishment, if any

- Agreeing on a clear definition of the scope of the ATP including an opening clause/extension clause to provide flexibility to extend the scope of application if necessary.

F. Ways of improving communication and public outreach

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G. Any other comments

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