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INLAND TRANSPORT COMMITTEE

Working Party on the Transport of
Perishable Foodstuffs

REPORT OF THE WORKING PARTY ON ITS FIFTY-EIGHTH SESSION

(11-14 November 2002)

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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; Poland; 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) also took part in the meeting along with the following non-governmental organization: Transfrigoroute International (TI).

2. The non-governmental organization Liaison Committee of Coachwork and Trailer Builders (CLCCR) also took part in the session.

ADOPTION OF THE AGENDA

3. The provisional agenda (TRANS/WP.11/205) was adopted.

ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

(a) Inland Transport Committee

Document: ECE/TRANS/139

4. The Working Party was informed that the Inland Transport Committee had approved the report of the Working Party on its fifty-seventh session.

5. It was also informed of two resolutions adopted by the Committee, one concerning safety in road tunnels (Resolution No. 249) and the other the promotion of inland water transport (Resolution No. 250) (ECE/TRANS/139, annexes 1 and 2).

6. The Working Party took note of the fact that the Committee had **requested** all its subsidiary bodies to identify, within their respective fields of competence, the differences to be established between the concepts of security and safety, and the specific questions to be addressed in that regard, taking into account the work and studies undertaken by other bodies, in particular by ECMT (ECE/TRANS/139, paras. 18 and 19).

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

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

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

(a) International Institute of Refrigeration (IIR)

8. The representative of the International Institute of Refrigeration (IIR) informed the Working Party about discussions at the meeting of the D2 Sub-Commission on testing stations which had taken place in Hamburg (Germany), from 6 to 7 June 2002. This would be referred to under several agenda items.

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

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

(b) Transfrigoroute International

11. The representative of Transfrigoroute International informed the Working Party about his organization's recent activities and about the latest Transfrigoroute International Congress, held in Spain in September 2002.

12. He drew the Working Party's attention to a new proposal by his organization concerning length of vehicles.

13. Some delegates considered that this proposal could come within the domain of the Working Party on the Construction of Vehicles (WP.29) and the competent bodies of the European Commission.

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

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

14. 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; Monaco; 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.

15. 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.11/2002/1 (Secretariat)

16. The Working Party took note of document TRANS/WP.11/2002/1 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.

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

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

18. It invited the competent authorities to send the secretariat their replies to the questionnaire (see annex 1 to the report) by 1 May 2003.

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

19. The draft amendments to Annex 1, Appendix 1 to ATP, adopted by the Working Party at its last session (TRANS/WP.11/204, paras. 26 and 27 and annex 2) had been circulated by the depositary (see C.N.106.2002.TREATIES-1).

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

(a) Article 3

Document: TRANS/WP.11/2002/8

20. The representative of Spain submitted his proposal contained in document TRANS/WP.11/2002/8 concerning the application of ATP requirements to maritime containers used in the carriage of perishable foodstuffs by land.

21. He stressed the existence of a number of irregularities in the carriage of perishable foodstuffs that were linked to carriage in containers or swap bodies, by rail or by sea.

22. The representative of the United States was not in favour of the proposal, the cost of implementing which would be exorbitant.

23. Following an exchange of views on the subject, the representative of Spain offered to submit a new document with an exhaustive study comparing the ISO standards and the ATP requirements applicable to mechanically refrigerated containers, and setting out the economic consequences which might result from a harmonization of the two systems.

(b) Amendment to article 18

24. The Working Party considered the proposal submitted by Italy (TRANS/WP.11/2002/13) to amend paragraphs 4 and 5 of article 18.

25. The aim of this proposal was that at least three objections should be required in order to reject an amendment to the technical annexes to the Agreement, while maintaining the rule of unanimity for the articles of the Agreement itself.

26. The representative of the United States supported this proposal which was unanimously adopted.

(c) Annex 1, Appendix 2, paragraph 29 (c)

Document: TRANS/WP.11/2002/9

27. The representative of Spain said that the ambiguity concerning the period of periodic inspections must be clarified, bearing in mind that the visual inspections by the expert appointed by the competent authority were not the deciding factor, e.g. in determining the objective progress of insulation ageing in a vehicle with several years of service, as in the case of vehicles more than 15 years old.

28. Some delegates considered that the vehicle should be tested at 12 years and were not in favour of the automatic renewal of the certificate since it would depend on how the equipment was maintained.

29. It was asked whether the use of thermal imaging could not make up for the inadequacies of the visual inspection, but it would seem that the results of this technique depended on a number of elements including the surface covered and temperature conditions.

30. The Working Party found that the period proposed was too long and that the special inspection using an equivalent procedure raised several practical difficulties.

31. It was agreed that the representative of Spain, in collaboration with France, would prepare a new proposal taking into account the concerns expressed.

(d) Annex 1, Appendix 2, paragraph 59

Document: TRANS/WP.11/2002/19

32. On the proposal of Germany, the Working Party adopted an amendment to Annex 1, Appendix 2, paragraph 59 of ATP (see annex 2).

33. The purpose of this amendment was to improve the accuracy of the method of measurement (temperature at the inlet(s) to the evaporator) by linking the refrigerating capacity not to the mean internal temperature of the calorimeter box but to the air temperature at the inlet to the evaporator body.

34. The secretariat was invited to submit this amendment to the depositary.

(e) Annex 1, Appendix 4

Document: TRANS/WP.11/2002/16

35. The representative of Germany said that for small vehicles with a maximum load of 3.5 tonnes, the minimum height of 100 mm for the distinguishing mark (e.g. FRC) on the sticker was much too big. A minimum height of 50 mm should be sufficient for the distinguishing mark for these vehicles, since once affixed to the vehicle the sticker was practically at eye level.

36. The Working Party adopted the proposal by Germany with drafting amendments (see annex 2) and invited the secretariat to submit it to the depositary.

(f) Class G

Documents: TRANS/WP.11/2002/15
TRANS/WP.11/2002/17

37. The representative of Germany submitted a proposal for an amendment (TRANS/WP.11/2002/17) to introduce into Annex 1 an additional Class G for an internal temperature of -30° C.

38. He considered that the introduction of a new Class G of -30° C would enable a clear distinction to be made between this class and the existing Class C of -20° C.

39. The position of Transfrigoroute Germany would be that the industry of deep-frozen products needed this class; this would correspond to current market practice where most of the large commercial groups and supermarkets required temperatures of approximately -28° C.

40. The representative of Transfrigoroute International said that his organization's official position was to oppose the introduction of a Class G in view of the costs that it would entail.

41. Opinions were divided on this proposal which was supported by some countries of southern Europe which considered that it would be more appropriate for climatic conditions in their countries.

42. The representative of Germany was asked to furnish for the next session the arguments justifying the introduction of a new Class G.

(g) Annex 2, Appendix 1

43. The representative of the United Kingdom explained the reasons for the need to amend Directive 92/1/EEC at the Community level in order to recognize the CEN standards on temperature recording, particularly as standards EN 12830, EN 13485 and EN 13486 had been adopted and published.

44. He considered that the current situation comprised de facto discrimination and an obstacle to international trade in temperature recorders on which domestic standards were imposing barriers.

45. The representative of Germany considered that domestic standards could be more stringent than CEN standards - as was the case in Germany for temperature recorders which were governed by national legislation - and in that case there were no grounds for replacing them.

46. The Working Party decided to keep the question on its agenda.

(h) Annex 3

Document: TRANS/WP.11/204, Annex 3

47. The Working Party was informed that France had lifted its objection to the entry into force of this annex.

48. The Working Party adopted the annex and invited the secretariat to transmit it to the depositary (see annex 3).

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

Document: TRANS/WP.11/2002/18

49. The representative of Germany said that the proposed new procedure for approval was more practical for the user and less expensive than the procedure currently in force. Tests on refrigerating units should only be conducted on separate insulated compartments. There was also a need for a test procedure to determine the heating capacity of mechanically refrigerated units, a test procedure for testing the “defrost” function and a test procedure for determining the airflow of the various evaporators.

50. He added that the results obtained from tests on units using the test procedure in force were very comparable with those obtained using the test procedure proposed.

51. The representative of France proposed that the heating test section should be separated from the mechanical refrigeration test section and suggested that a working group might be established to prepare a draft which would take account of practice in different countries.

52. The representative of Transfrigoroute International proposed that no reference should be included to a temperature of -30° C until it was adopted for ATP.

53. The representative of the United Kingdom pointed out that the -10° C external temperature did not appear in ATP.

54. The representative of the Russian Federation informed the Working Party that his country was carrying out tests on containers with two compartments with different temperature systems and on compartments in which a controlled gaseous environment was utilized, enabling a maximum duration to be achieved for fresh vegetables with a limited shelf-life (e.g., the keeping of strawberries for 10 days).

55. Since tests were expected on the new procedures for the approval of multi-compartment multi-temperature equipment - which it had not been possible to perform this year - the Working Party kept the subject on the agenda for its next session.

56. An informal drafting group comprising Germany, France and Transfrigoroute International would draft a proposal for approval procedures for multi-compartment multi-temperature vehicles.

REVISION OF THE ANNEXES TO ATP

Documents: TRANS/WP.11/2001/4
TRANS/WP.11/2002/12

57. The Working Party considered the new version of the revised Annex 1 (TRANS/WP.11/2002/12) prepared by the secretariat on the basis of the work done by Mr. Bowyer (United Kingdom), taking into account amendments adopted at the last session in the proposal by France (TRANS/WP.11/2001/4).

58. The Working Party adopted the new structure (numbering, index and headings and sub-headings) as proposed, but decided to keep the existing text of ATP (also for models of test reports) except for the transitional provisions which had been deleted.

59. It also accepted the use of "T" for temperature and the replacement of "° C" by "K" at several points in the text.

60. The secretariat was invited to produce a revision of Annex 1, bearing in mind the above decisions. This text should be submitted to the depositary if, within two months of its publication in the three official languages, no Contracting Party had submitted objections.

DRAFT ATP HANDBOOK

Documents: TRANS/WP.11/2000/10
TRANS/WP.11/2001/4
TRANS/WP.11/2002/10

61. The Working Party considered the draft ATP Handbook prepared by the secretariat on the basis of the revised version of Annex 1 to ATP as well as the report of the informal group which had met in Cambridge (United Kingdom) from 22 to 24 April 2002 (TRANS/WP.11/2002/10) and the proposals by France (TRANS/WP.11/2000/10 and TRANS/WP.11/2001/4).

62. It was informed that the draft ATP Handbook no longer contained explanatory notes but comments which modified neither the provisions of the Agreement nor its annexes, but simply specified their content, their meaning and/or their scope.

63. Comments were a means of applying the provisions of the Agreement and its annexes so as to take account of developments in technology and the economic situation. In some cases they described recommended practices.

64. They were not legally binding on Contracting Parties. They were, however, important for the interpretation, harmonization and implementation of the Agreement, insofar as they were in keeping with the opinion of the Working Party on the Transport of Perishable Foodstuffs of the Economic Commission for Europe (UN/ECE).

65. The Chairman of the informal working group on the ATP Handbook introduced the group's report and regretted the fact that it had not been possible at the last meeting for one of the delegations to accept comments in the draft ATP Handbook.

66. The Working Party adopted the draft Handbook with the drafting changes which would be incorporated into the next version.

67. The secretariat was further invited to take into account amendments adopted for draft restructured Annex 1.

68. Delegations were requested to inform the secretariat of any mistakes in the draft ATP Handbook so that they could be taken into account in the consolidated version.

FACILITATION OF INTERNATIONAL TRANSPORT OF PERISHABLE FOODSTUFFS

69. The Working Party was informed that draft Annex 8 to the 1982 International Convention on the Harmonization of Frontier Controls of Goods would be considered by the Administrative Committee of the Convention on 7 February 2003.

SCOPE OF ATP

Document: TRANS/WP.11/2000/12

70. At the last session, the representative of the Russian Federation had emphasized the need for his country to have an annex for the transport of fresh fruit and vegetables, since the refrigerated transport of these products could take 5 to 15 days or more over long distances and involved considerable temperature variations.

Document: TRADE/WP.7/GE.1/2002/20/Add.8

71. The representative of Germany drew the Working Party's attention to **UN/ECE Standard FFV-35** concerning the marketing and commercial quality control of strawberries moving in international trade between and to UN/ECE member countries.

72. After describing the conditions for the carriage of strawberries (shelf-life according to the length of the journey and the ideal temperature), he concluded that mechanically-refrigerated equipment was necessary to transport strawberries over long distances. It was not, however, possible to regulate such carriage in ATP in view of the difficulty of establishing the ideal temperature which depended on various parameters.

73. The Working Party kept this question on the agenda of its next session.

KIT BODIES

Document: TRANS/WP.11/2002/3

74. The Working Party considered a proposal by Transfrigoroute International (TRANS/WP.11/2002/3) to include "kit bodies" within the scope of the ATP Agreement because the manufacturer and tester would be fully responsible for the finished product. This text was supplemented by an informal document which gave definitions of kit bodies and of the manufacturer and the assembler.

75. Opinions were divided regarding the responsibility of the manufacturer and the assembler.

76. The representative of Transfrigoroute International said that two cases must be distinguished:

- Where the manufacturer sold his kit under his name, in which case he would be responsible;
- Where an assembler (generally a small company) bought panels to construct the body, in which case it was the assembler who was responsible and must have an ATP certificate.

77. Some participants considered that the obligation to comply with standard ISO 9002 was liable to penalize small companies and should therefore be eliminated.

78. Others wondered whether it was appropriate to define in international regulations like ATP questions concerning the division of responsibilities, which could be a matter for private law.

79. ALCCR would prepare a new proposal for kit bodies taking into account the comments made by the delegations.

PROCEDURES FOR DETERMINING THE EFFICIENCY OF EUTECTIC BATTERY REFRIGERATION APPLIANCES

80. This item was deleted from the agenda.

REFRIGERANTS AND BLOWING AGENTS

81. The representative of the Russian Federation submitted an informal document on the replacement of R12 in his country by a mixture of the refrigerants R22, R142b and R21 which would be less expensive.

82. The Working Party kept this item on the agenda for the next session in order to obtain information from delegations on the subject.

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

83. The Working Party had not received any new information on the preparation of a draft European text on hygiene.

84. This item would remain on the agenda for the next session.

OTHER BUSINESS

Document: TRANS/WP.11/2002/2

85. The representative of the Russian Federation informed the Working Party of a new regulation: "Procedure for checking and certifying that special equipment designed for the international carriage of perishable foodstuffs complies with the requirements of the ATP Agreement". This text was approved by ordinance No. 56 of 27 April 2002 of the Ministry of Transport of the Russian Federation.

**New approach to veterinary inspections of controlled temperature transport equipment:
“Total quality of the transport link in the cold chain”**

Documents: TRANS/WP.11/2002/4
TRANS/WP.11/2002/5
TRANS/WP.11/2002/6
TRANS/WP.11/2002/7

86. The representative of France informed the Working Party about a project being conducted in his country entitled “Total quality of the transport link in the cold chain”.

87. The goal of the project would be to contribute to an improvement in the overall quality of the controlled temperature transport equipment fleet and to permit monitoring adjusted in terms of the confidence established by the professional operator in his production. In being based on the quality management system set up by the professional operator, monitoring would be better adapted to the risks. It would also bring about a simplification of administrative procedures and a more rapid issue of ATP certificates of compliance.

88. An audit was carried out on output of new equipment for companies requesting *technical certificates of compliance*, the quality being ensured by an examination of the characteristics of the equipment itself and the manufacturing processes.

89. In order to renew the certificates of equipment in service, the owner must demonstrate that the equipment was capable of maintaining the cold chain in accordance with one of two procedures:

- Either the equipment underwent a test in an official testing station. If the test result was favourable, the certificate of compliance with ATP could be renewed for a period of six years;
- Or the equipment (independent or non-independent refrigerated equipment) underwent a test in an authorized test centre. If the result was positive, the ATP certificate of compliance could be renewed for a period of three years (authorized test centres were companies specializing in on-board refrigeration, whose technical competence and impartiality had been assessed by regular audits).

90. The representative of France also introduced the procedure for a temperature maintenance test for independent (TRANS/WP.11/2002/6) and non-independent (TRANS/WP.11/2002/7) refrigerated equipment with a view to renewing the certificate of compliance with ATP at six and nine years.

PROGRAMME OF WORK FOR 2003-2007

91. The Working Party adopted its programme of work for 2003-2007 (see annex 4).

DATE OF THE NEXT SESSION

92. The Working Party was informed that its fifty-ninth session had been provisionally scheduled for 27 to 30 October 2003.

93. It requested the Inland Transport Committee to grant it an additional day for its next session in order to be able to consider the expected documents.

ELECTION OF OFFICERS FOR THE NEXT SESSION

94. The Working Party elected Mr. M. Eilsoe (Denmark) as Chairman and Ms. B. Brunnhuber (Germany) as Vice-Chairman for its next session.

ADOPTION OF THE REPORT

95. The Working Party adopted the report on its fifty-eighth 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 30 April 2003)

Member State Competent authority

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"> * 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.

1.2 Statistics on checks for compliance with the ATP Agreement in the year ...¹ (optional)

Number of checks under article 6 of ATP	road/railway checks border checks checks during loading and unloading (by official veterinary authorities)
Number of detected breaches of ATP ² including:	(total): domestically registered vehicles vehicles registered in foreign countries
The highest percentage of defective vehicles was ...%.	The vehicles were from (Name of country of registration)
Remarks/amendments:	

¹ Please indicate the year of the data.

² Without differentiation as to whether the checks were made on roads, at borders or during loading and unloading.

Annex 2

**AMENDMENTS ADOPTED BY THE WORKING PARTY TO ANNEX 1,
APPENDICES 2 AND 4 TO ATP**

Annex 1, Appendix 2, paragraph 59:

Amend the text to read:

“The refrigeration capacity for ATP purposes is that relating to the mean temperature at the inlet(s) of the evaporator. The temperature measuring instruments shall be protected against radiation.”

Annex 1, Appendix 4:

Add the following to the text:

“The distinguishing marks prescribed in Appendix 1, paragraph 5 to this annex shall consist of capital Latin letters in dark blue on a white ground. The height of the letters shall be at least 100 mm for the classification marks and at least 50 mm for the expiry dates. For special equipment, such as a laden vehicle with maximum mass not exceeding 3.5 t, the height of the classification marks could likewise be 50 mm and at least 25 mm for the expiry dates.”

Annex 3

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

“ANNEX 3

**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 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 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 2003-2007

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 to ATP.

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

Priority: 1

Output expected by the end of 2003:

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: 1

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 2003:

To have a final version of the Handbook for publication.

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

Output expected by the end of 2003:

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

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

Output expected by the end of 2004:

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

- (i) 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 development. (2004) Priority: 2

Output expected by the end of 2004:

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

(j) Process of integration in Europe in relation to ATP. (2003)

Priority: 1

Output expected by the end of 2003:

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

(k) Review of the approval of kit-bodies. (2004)

Priority: 2

Output expected by the end of 2004:

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