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INLAND TRANSPORT COMMITTEE

Working Party on the Transport
of Perishable Foodstuffs

REPORT OF THE WORKING PARTY ON ITS FIFTY-FIRST SESSION

(13-16 November 1995)

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ATTENDANCE

1. The following ECE member States were represented: Belgium, Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Italy, Netherlands, Norway, Poland, Portugal, Russian Federation, Spain, Sweden, United Kingdom of Great Britain and Northern Ireland, United States of America. South Africa was represented in accordance with paragraph 11 of the Commission's terms of reference. The governmental organization International Institute of Refrigeration (IIR), and the following non-governmental organizations: Intercontainer-Interfrigo (ICF), International Air Transport Association (IATA) and Transfrigoroute International (TI) also took part in the meeting.

ADOPTION OF THE AGENDA

2. The provisional agenda (TRANS/WP.11/191) was adopted.

ELECTION OF OFFICERS

3. Mr. M. de CLIPPEL (Belgium) had been elected Chairman and Mr. EILSOE (Denmark) Vice-Chairman at the fiftieth session.

STATEMENT BY THE DIRECTOR OF THE DIVISION

4. The Director of the ECE Transport Division, Mr. J. Capel Ferrer, recalled the importance of ATP for international trade in perishable foodstuffs, and emphasized the need to extend ATP's area of application, in particular to the central and eastern European countries in transition.

5. He expressed the hope that the updating of ATP would be expedited, as well as the entry into force of the annexes, taking into account technological developments and industry needs.

6. He paid tribute to the work of the Chairman of the Working Party who was to take up another appointment and was participating in the work of the Working Party for the last time.

DISCUSSIONS OF THE INLAND TRANSPORT COMMITTEE AFFECTING THE WORK OF THE WORKING PARTY

7. The Working Party took note of the passages of the report of the fifty-seventh session of the Inland Transport Committee concerning its activities (ECE/TRANS.111, paras. 126-130 and ECE/TRANS.111/Add.1).

ACTIVITIES OF OTHER INTERNATIONAL ORGANIZATIONS DEALING WITH PROBLEMS OF INTEREST TO THE WORKING PARTY ON THE TRANSPORT OF PERISHABLE FOODSTUFFS

8. The representative of the International Institute of Refrigeration (IIR) provided information on the Institute's activities.

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

9. The Working Party was informed that Kazakhstan had acceded to ATP on 17 July 1995, so that the Agreement would enter into force for Kazakhstan one year after the date of deposit of its instrument, i.e. 17 July 1996.

10. To date, the following States had become Parties to ATP: Austria, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Kazakhstan, Luxembourg, Morocco, Netherlands, Norway, Poland, Portugal, Russian Federation, Slovakia, Slovenia, Spain, Sweden, United Kingdom, United States of America, [Yugoslavia]. Switzerland had signed, but not yet ratified, the Agreement.

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

11. The Working Party took note of document TRANS/WP.11/R.61 and invited delegations to bring the addresses for their respective countries up to date.

12. The representative of Portugal said that her country had recently established an approved test station for the issue of ATP reports. She informed the Working Party that more detailed information on the new test station would shortly be transmitted to the secretariat.

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

13. The secretariat said that the proposed amendments submitted by Italy to paragraphs 6, 8 and 18 of Annex 1, Appendix 2, to ATP (C.N.416.1994-TREATIES-7) would enter into effect on 22 February 1996 (C.N.340.1995-TREATIES-3).

14. The secretariat also informed the Working Party that the proposed amendments submitted by France to article 18 and to Annex 1, Appendix 2, to ATP (para. 49 (b) and subpara. 58 (ii)) (C.N.397.1994-TREATIES-4) would enter into force on 24 February 1996 (C.N.341.1995-TREATIES-4).

15. On the proposal of Denmark, the Working Party decided to ask the secretariat to circulate to competent authorities all new ATP depositary notifications prepared by the United Nations Treaty Section.

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) Annex 2, Appendix 1, to ATP

MONITORING OF AIR TEMPERATURES FOR TRANSPORT OF PERISHABLE FOODSTUFFS QUICK-FROZEN

16. The Working Party was informed that this Appendix had been sent to the depositary by the United Kingdom (see C.N.414.1994-TREATIES-6).

17. The representatives of France and the United Kingdom reported to the Working Party on the progress of work on the draft European standard.

18. The Chairman expressed the hope that the Working Party would be able to see the standard so as to familiarize itself with the standardization of temperature-recording equipment.

(b) Annex 2, Appendix 2, to ATP

PROCEDURE FOR THE SAMPLING AND MEASUREMENT OF TEMPERATURE FOR CARRIAGE OF CHILLED, FROZEN AND QUICK-FROZEN PERISHABLE FOODSTUFFS

19. The Working Party was informed that it had been noted that paragraphs 7 to 13 were missing from the Appendix which had been submitted to the depositary by the United Kingdom (see C.N.414.1994-TREATIES-6).

20. The representative of the United Kingdom said that a corrigendum covering that omission had already been prepared by his delegation.

21. A member of the secretariat said that no objection had been received regarding Appendices 1 and 2 to Annex 2 to ATP.

22. The Working Party unanimously adopted a decision noting that, as the result of an administrative error, paragraphs 7 to 13 of Appendix 2 to Annex 2 to ATP had not been communicated by the depositary. As the full text of the Appendix had already been adopted by the Working Party, the Treaty Section was requested to consider it sufficient, as a special measure, simply to transmit Annex 2, Appendix 2, in its entirety, without waiting for six months.

23. The Working Party also asked the Treaty Section to take account of the following editorial correction to the English version of the title of the Appendix: replace "perishable foodstuffs quick-frozen" by "quick-frozen perishable foodstuffs".

(c) Annex 3 to ATP

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

Documents: TRANS/WP.11/R.58, TRANS/WP.11/R.59

24. The Working Party stressed the need to have Annex 3 to ATP enter into force as rapidly as possible.

25. The representative of the Russian Federation expressed the hope that such terms as "red meat" and "red offal" would be defined.

26. The Working Party accepted the following definitions submitted by the representative of France:

"Red meat" means the meat of animals for butchering (ovine, porcine, bovine, equine, etc.);

"Large game" means animals such as deer and wild boar;

"Red offal" means livers, lungs, hearts, kidneys and brains;

"Game other than large game" means small animals such as pheasants, partridges and hares.

27. A small group drafted a consensus proposal based on the document transmitted by Germany (TRANS/WP.11/R.59).

28. In reply to a question asked by the Chairman, the representative of the United Kingdom confirmed that his objection to the draft of Annex 3 had not changed, particularly in the light of the intensive efforts of the European Commission to standardize temperatures for the transport of perishable foodstuffs.

29. The Working Party adopted this proposal as contained in the annex to this report and requested the representative of Germany to transmit Annex 3 to ATP to the depositary.

30. The Working Party also requested the representative of Germany to transmit to the depositary an editorial amendment to Annex 1, paragraph 5, to ATP replacing "0.9 w/m².K" and "0.6 w/m².K" by "0.90 W /m².K" and "0.60 W/m².K" respectively.

(d) Procedure for revision of ATP

31. The Working Party welcomed the forthcoming entry into force (24 February 1996) of the revision of article 18 (see C.N.341.1995.TREATIES-4), which would enable the secretariat to transmit the texts of amendments adopted by the Working Party directly to the depositary.

32. Several delegations expressed the view that, in order to modernize ATP, it would be essential to establish the rule of majority voting, as was the case for other ECE agreements and conventions.

33. The representative of the United States said that he had not raised any objection regarding the revision of article 18 and that he was not automatically opposed to any modernization of ATP, but that he had reservations about the introduction of the majority vote.

34. The representatives of the United Kingdom, France and the Netherlands said that a compromise solution could be found if the majority vote procedure was used only with regard to the annexes to ATP, and not for the body of ATP itself.

35. The Chairman concluded the debate by inviting the representative of the United States to reconsider his position and requested participants - particularly the delegation of France, which had offered to do so - to submit proposals for improving the ATP revision procedure on the basis of the practice followed for other international instruments.

(e) Miscellaneous proposals

Question of quantity restrictions for the period of validity of type approval certificates - Annex 1, Appendix 1, 2 (d)

36. The representative of Transfrigoroute International proposed abolishing the ATP restriction to the effect that during the six-year period, if the equipment series comprised more than 100 units, the competent authority should determine the percentage of tests to be carried out.

37. He said that restriction was costly and could be replaced by an increase in ATP safety coefficients to allow for inevitable variations in the series.

38. The Chairman said that measures regarding conformity of production for motor-vehicles in general could be taken as a basis.

39. The representative of France said that the procedure in paragraph 2 (d) allowed for implementation of the provisions of paragraph 1 (c) of Annex 1, Appendix 1 to ATP.

40. The Working Party decided to retain the existing text of ATP which seemed to be flexible and allowed for the existence of small manufacturers. It nevertheless invited participants to reflect on the matter with a view to submitting proposals at the following session.

Updating of the ATP safety coefficients - Annex 1, Appendix 2, paragraphs 32 to 47

41. The representative of Transfrigoroute International said that ATP safety coefficients should be adjusted to take account of current transport requirements and the state of technology.

42. The representative of France recalled that tests under load conducted by a number of laboratories in 1984 had shown that, during summer, safety coefficients of the order of 2 were sufficient for the transport of quick-frozen produce over long periods (10 days) even when equipment with thin sidewalls was used.

43. The representative of France said that an increase in the safety coefficient was justified in the case of delivery vehicles that frequently had their doors opened. However, in the case of such vehicles, care should be taken to ensure that increasing the safety coefficient did not pose any special problems in terms of loading temperatures, the vehicle's engine (the problem of coupling) or the equivalence between the ATP test specifications and the ISO 1496-2 standard. It might be necessary to create a new class for delivery vehicles.

44. Several speakers said that nothing should be changed in ATP until properly substantiated and specific proposals were presented.

45. The Working Party decided to keep this question on the agenda of its next session.

Definition of standardized conditions for the start-up test in the course of the renewal inspection - Annex 1, Appendix 2, paragraph 49 (a), (b) and (c)

46. The representative of Transfrigoroute International proposed introducing a heated load in the start-up test (at least 35% for a three-year validity, at least 75% for a six-year validity).

47. The representative of France pointed out that the question had been settled by the entry into force, in February 1996, of the amendment to paragraph 49 (b) of Annex 1, Appendix 2, to ATP, which stipulated that the limit temperature of the class should be reached in less than six hours. In practice, that would represent a coefficient not of 35%, but of 50%.

48. The Working Party decided to keep this question on the agenda of its next session.

Tests of eutectic systems in service

49. The representative of IIR informed the Working Party that tests of eutectic systems had begun in several European countries and that the Sub-Committee on test stations was to examine the first results in the spring of 1996.

50. The representatives of Germany and Italy presented informal documents on the tests carried out in their own countries on vehicles fitted with eutectic plates.

51. They undertook to submit official information on the tests, bearing in mind the observations made by the other experts.

52. The Working Party decided to keep this question on the agenda of its next session.

Validity of test reports for mechanically refrigerated units

53. The representative of IIR proposed the adoption of a six-year limit for the validity of test reports on mechanically refrigerated units.

54. The Working Party decided to keep this question on the agenda of its next session and invited participants to submit proposals concerning the limit of validity.

Conditions for reapproval

55. After a round-table discussion of the question, it emerged that there was a lack of harmonization regarding the authorized periods between the end of approval and the date of reapproval, although in most countries validity began on the test date.

56. The Working Party invited delegations to submit information on their national practice and on the feasibility of harmonization.

Procedures for determining the efficiency of battery refrigerating appliances

Document: TRANS/WP.11/R.57

57. The representative of France submitted a proposal for improving procedures for determining the efficiency of eutectic battery refrigerating appliances.

58. He said that ATP was not clear when it stipulated that inside temperatures should be recorded, as it did not specify whether the reference was to the air temperature or the temperature of the eutectic plates.

59. The Working Party decided to keep this question on the agenda for its next session.

DEFINITION OF "CONTAINER" FOR THE PURPOSES OF ATP

60. A member of the secretariat presented the definition of "container" used in intermodal transport as well as the harmonized terminology for the different types of container (see Glossary for transport statistics).

61. After an exchange of views, the Working Party adopted an amendment to article 5 as it appears in the annex to this report.

62. The Working Party asked the representative of France to transmit the amendment to the depositary.

SCOPE OF ATP

63. The representative of the Russian Federation explained the reasons which prompted his delegation to stress the fact that ATP should provide guidelines for the transport of fresh fruit and vegetables, which were also perishable foodstuffs. He noted, in particular, the considerable increase in trade, the problems of quality faced by producers and the long distances travelled on both road and rail networks.

64. A member of the secretariat said that, in response to the request made to it, the Working Party on the Standardization of Perishable Produce and Quality Development had felt that, as ATP dealt mainly with the health and hygiene aspects of perishable foodstuffs rather than commercial quality, it was not in the interests of the Working Party to undertake the drafting of guidelines for the storage and transport of fresh fruit and vegetables, even though there was a clear need for such guidelines.

65. The representative of Germany argued that it was not advisable to extend ATP to cover fresh fruit and vegetables given, among other things, the wide variety of such produce and the limited health risk they represented. An informal document was made available on this question.

66. The representative of France said that, while he understood perfectly the arguments against extending the scope of ATP to cover fresh fruit and vegetables, that extension could not be excluded from the outset, as the purpose of ATP was also to improve maintenance of the quality of foodstuffs, which included fresh fruit and vegetables, and not simply to deal with health questions, contrary to the proposal reflected in paragraph 64 above.

67. Several delegates expressed reservations about extending ATP to cover fresh fruit and vegetables.

68. The Chairman of the Working Party said that a compromise solution would be to draft a resolution on the transport of fresh fruit and vegetables, taking particularly into account the ECE standards, the IIR refrigerated transport guidelines and national practice.

69. The Working Party decided to keep the question on the agenda of its following session and invited participants to submit proposals on the drafting of the resolution.

TRANSPORT OF PERISHABLE FOODSTUFFS BY ROAD/AIR

70. The representative of IATA said that the aspects developed in document TRANS/WP.11/R.51 submitted by IIR were acceptable as they could solve road/air interface problems.

71. The Working Party invited the representative of France to submit a draft resolution based on the IIR document for the Working Party's following session.

STATISTICS CONCERNING ATP

Documents: TRANS/WP.6/R.54, TRANS/WP.6/R.75

72. The Working Party was informed about the results of the pilot questionnaire on transport equipment for perishable foodstuffs, which the secretariat had circulated in March 1995 to the competent authorities of Contracting Parties to the ATP, as well as to the test stations that issued certificates in accordance with ATP. The response to the questionnaire had been higher than in previous years, especially among countries of the European Union. The following seven countries responded: Austria, Belgium, Denmark, Germany, Norway, Sweden and the United Kingdom. In addition, data was provided by the Netherlands and the United States of America during the session.

73. The Working Party noted the difficulty experienced in collecting these statistics and stressed the importance of having reliable and more comprehensive information in this area. After a detailed discussion, it was decided that each of the competent authorities would transmit to the secretariat, as soon as possible, the name of a focal point from his country who would be responsible for the collection of statistics on transport equipment for perishable foodstuffs. Based on this list, the pilot questionnaire would be recirculated with a view to obtaining a larger number of replies. The possible reformulation of the questionnaire would be considered the following year in the light of the results of the informal meeting.

FACILITATION OF TRANSPORT OF PERISHABLE FOODSTUFFS

74. The representative of Transfrigoroute International deplored the continued existence of a number of border-crossing obstacles encountered by international carriers of perishable foodstuffs, despite the adoption of Resolution No. 243 by the Inland Transport Committee on improving the security of ATP-approved equipment for the transport of foodstuffs covered by ATP.

75. The Working Party deplored that situation and decided to keep the matter on the agenda so that it could be kept informed of any such difficulties.

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

76. The representative of France introduced document TRANS/WP.11/R.53 which had been drafted jointly by France and the United Kingdom after being discussed in the Sub-Committee on test stations.

77. He said that the document took account of most of the comments made by Transfrigoroute International.

78. Several speakers said that they would like more time to consider the proposal in detail. Some delegates nevertheless felt it necessary to take account from the outset of a single K coefficient, the minimum inner wall thickness (see Schedule CCT 15 of Transfrigoroute International) and the after-assembly approval test.

79. The Working Party requested the representative of France to take account of those aspects and of any observations by delegations in preparing a final text.

80. The Working Party decided to take up the question again at its following session.

REFRIGERANTS

81. The representative of Transfrigoroute International informed the Working Party of developments in the use of refrigerants and refrigerating units.

82. A member of the secretariat drew the Working Party's attention to the work of the Preparatory Committee for the 1996 Regional Conference on Transport and the Environment (ECE/RCTE/PC/33).

83. The representative of Transfrigoroute International said that he could submit a contribution on the impact of refrigerated transport on the environment.

84. The Working Party asked to be kept informed of developments and results relating to the Conference.

KIT BODIES

Document: TRANS/WP.11/R.60

85. In response to a request by the Working Party the representative of Transfrigoroute International pointed out that document TRANS/WP.11/R.60, was intended to identify more clearly the respective responsibilities of the kit manufacturer and the installation firm.

86. He said that the sharing of responsibility made it possible to limit testing costs and to improve quality.

87. The representative of France asked that, in future, all documents submitted should set out clearly the purpose of proposed amendments and the justification for them, together with a preliminary draft, if necessary.

88. Several speakers emphasized the complexity of the issue by drawing attention to the various legal problems implicit in questions of responsibility.

89. The Working Party invited delegations to submit in good time contributions which might help to solve this new problem.

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

90. The representative of the United Kingdom informed the Working Party of the projects under way within DG VII of the European Commission.

91. The Working Group decided to keep this question on the agenda of its next session.

LOCAL BORDER-CROSSING TRANSPORT OF PERISHABLE FOODSTUFFS IN RELATION TO ATP

Document: TRANS/WP.11/R.58

92. The representative of the Netherlands said that local cross-border transport was expanding considerably as a result of the establishment of the internal market of the European Union.

93. He said that ATP should distinguish between long distance/long duration and (local) short distance/short duration transport, for which it should adopt less stringent conditions.

94. The representative of the United Kingdom pointed out that the European Union directive concerning quick-frozen foodstuffs had deliberately avoided invoking the notion of distance, in order to facilitate consensus.

95. The representative of Transfrigoroute International emphasized that the question should be linked to the provisions of article 4 of ATP.

96. The representative of France informed the Working Party about the application of ATP to national transport in France since 1974. He expressed concern at the challenging of ATP, which was intended to facilitate international transport. He also argued that appropriate provisions could already be found in article 4 of ATP.

97. The Working Party decided that it required additional information on relevant national practice.

98. It was decided to keep the question on the agenda for the next session.

ARTICLE 10, PARAGRAPH 1 OF ATP

99. The Working Party requested France to submit to the depositary the draft concerning article 10, paragraph 1 of ATP, as adopted by the Working Party in document TRANS/WP.11/186.

TRIBUTE TO THE OUTGOING CHAIRMAN, MR. M. DE CLIPPEL

100. The Working Party paid tribute to the tireless efforts of Mr. M. De Clippel during the previous nine years in directing the work of the Working Party in a spirit of pragmatism and consensus.

101. The Working Party unanimously expressed its best wishes to Mr. M. De Clippel and thanked him for his constructive contributions.

PROGRAMME OF WORK FOR 1995-1999

102. The Working Party adopted its programme of work as reproduced in the annex to this report.

DATE OF THE NEXT SESSION

103. The Working Party was informed that its fifty-second session had been provisionally scheduled for 14 to 17 October 1996.

ELECTION OF OFFICERS FOR THE NEXT SESSION

104. The Working Party elected Mr. M. Eilsoe (Denmark) and Mr. V. Tkatchev (Russian Federation) respectively Chairman and Vice-Chairman for its next session.

DISTRIBUTION OF DOCUMENTS

105. The Working Party decided that it was not necessary to extend the one-year period during which documents submitted to the present session should be subject to restricted distribution.

ADOPTION OF THE REPORT

106. The Working Party adopted the report of its fifty-first session, together with its annexes.

ANNEX 1

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

- VI. Minced meat 2/ either at + 2° C or at temperature indicated on the label and or on transport documents
- VII. Untreated fish, molluscs and crustaceans 6/ on melting ice or at temperature of melting ice

Notes

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, molluscs and crustaceans.

ANNEX 2

Article 5 of ATP

Amend as follows:

"The provisions of this Agreement shall not apply to carriage in containers classified as thermal maritime by land without transloading of the goods where such carriage is preceded or followed by a sea crossing other than a sea crossing as referred to in article 3, paragraph 2, of this Agreement."

ANNEX 3

Programme of work

TRANSPORT OF PERISHABLE FOODSTUFFS

Harmonization of regulations and standards relating to the international transport of perishable foodstuffs and facilitation of its operation

Priority: 2

Description:

- (a) Implementation of the ATP and, if necessary, consideration of its amendment in order to facilitate the international transport of perishable foodstuffs and the costs and benefits involved;
- (b) Consideration of proposals for facilitating the international transport of perishable foodstuffs and in particular the conditions required to minimize losses of perishable foodstuffs during transport;
- (c) Consideration of the possibility of collecting statistical data on equipment used for the controlled temperature carriage of perishable foodstuffs;
- (d) Promotion of intergovernmental cooperation with the aim of improving the harmonization of methods and procedures pertaining to the interpretation of the ATP, especially by supporting the work in the International Institute of Refrigeration (IIR) Sub-Committee on test stations;
- (e) Study of elaboration of proposals on the conditions of transport of fresh fruit and vegetables.

Work to be undertaken:

- (a) (i) Consideration of amendment proposals to ATP. (Continuing);
- (ii) Development of a specification and testing procedures for temperature recorders used in the monitoring of air temperatures for transport of foodstuffs quick-frozen (1997) and the elaboration of technical details for calibrating thermometers in Appendix concerning procedure for the sampling and measurement of temperature for carriage of chilled, frozen and quick-frozen perishable foodstuffs. (1997);
- (iii) Review of the definitions of and standards (in Annex 1) for the carriage of perishable foodstuffs following the Montreal Protocol (New refrigerants and insulating materials). (Continuing);
- (iv) Review of the approval of kit-bodies. (1997);

- (v) Review of border-crossing for short distance transport of perishable foodstuffs in relation to ATP. (1997);
- (vi) Consideration of new proposals concerning the definition of "container". (1996);
- (b) (i) The adoption of modular systems. (1997);
- (ii) Follow-up of resolution No. 243 on "Improving the traffic flow of ATP vehicles for the transport of foodstuffs covered by ATP". (Continuing);
- (c) Evaluation of statistical data collected. (Continuing);
- (d) (i) Study of proposed amendments on test methods and procedures for the approval of equipment with several compartments. (1997);
- (ii) Study of methods of the IIR Sub-Commission on testing stations. (Continuing);
- (e) Consideration of proposals on the conditions of transport of fresh fruit and vegetables. (1997).
