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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Perishable Foodstuffs

REPORT OF THE WORKING PARTY ON ITS FIFTY-FIFTH SESSION

(1-4 November 1999)

CONTENTS

	<u>Paragraphs</u>	<u>Page</u>
ATTENDANCE.....	1	5
ADOPTION OF THE AGENDA .....	2	5
ELECTION OF OFFICERS .....	3	5
ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY .....	4 - 5	5
(a) Inland Transport Committee .....	4	5
(b) Working Party on Standardization of Perishable Produce and Quality Development (WP.7).....	5	5

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CONTENTS (continued)

	<u>Paragraphs</u>	<u>Page</u>
ACTIVITIES OF OTHER INTERNATIONAL ORGANIZATIONS DEALING WITH PROBLEMS OF INTEREST TO THE WORKING PARTY .....	6 - 7	5
(a) International Institute of Refrigeration (IIR).....	6	5
(b) Transfrigoroute International .....	7	6
IMPLEMENTATION OF THE AGREEMENT ON THE INTERNATIONAL CARRIAGE OF PERISHABLE FOODSTUFFS AND ON THE SPECIAL EQUIPMENT TO BE USED FOR SUCH CARRIAGE (ATP) .....	8 - 16	6
(a) Information on the status of application of the Agreement .....	8 - 10	6
(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 - 12	6
(c) Exchange of information among Parties under Article 6 of ATP .....	13 - 16	7
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 .....	17 - 18	7
PROPOSED AMENDMENTS TO THE AGREEMENT ON THE INTERNATIONAL CARRIAGE OF PERISHABLE FOODSTUFF AND ON THE SPECIAL EQUIPMENT TO BE USED FOR SUCH CARRIAGE (ATP) .....	19 - 33	7
(a) Annex 1, Appendix 2, paragraphs 32 to 42 Updating of safety coefficients .....	19 - 22	7
(b) Annex 2, Appendix 1 to ATP Monitoring of air temperatures for the transport of quick-frozen perishable foodstuffs.....	23 - 26	8

CONTENTS (continued)

	<u>Paragraphs</u>	<u>Page</u>
(c) Annex 3 to ATP Selection of equipment and temperature conditions for the carriage of chilled foodstuffs.....	27	8
(d) Annex 1, Appendix 1, paragraph 2 (d) Question of quantity restrictions for the period of validity of type approval certificates.....	28 - 30	8
(e) Annex 1, Appendix 2, paragraph 41 .....	31	9
(f) Annex 1, Appendix 4 Definitions of removable or non-independent thermal appliances.....	32 - 33	9
PROCEDURES FOR THE APPROVAL OF MULTI-COMPARTMENT MULTI-TEMPERATURE VEHICLES .....	34 - 41	9
REVISION OF THE ANNEXES TO ATP.....	42 - 48	10
ATP GUIDELINES .....	49 - 55	11
FACILITATION OF TRANSPORT OF PERISHABLE FOODSTUFFS.....	56 - 58	12
SCOPE OF ATP.....	59 - 67	12
KIT BODIES .....	68	13
PROCEDURES FOR DETERMINING THE EFFICIENCY OF EUTECTIC BATTERY REFRIGERATION APPLIANCES .....	69	13
REFRIGERANTS AND BLOWING AGENTS.....	70 - 72	13
STATISTICS CONCERNING ATP.....	73 - 75	13
PROCESSES OF INTEGRATION IN EUROPE AND THEIR POSSIBLE EFFECT ON THE APPLICATION OF ATP AMONG PARTIES TO THE AGREEMENT.....	76 - 77	14

CONTENTS (continued)

	<u>Paragraphs</u>	<u>Page</u>
OTHER BUSINESS.....	78 - 80	14
New regulations concerning imports of shell eggs to the United States of America .....	78	14
Websites of interest to the working party.....	79 - 80	14
PROGRAMME OF WORK FOR 2000-2004.....	81	14
DATE OF THE NEXT SESSION .....	82	15
ELECTION OF OFFICERS FOR THE NEXT SESSION .....	83	15
ADOPTION OF THE REPORT .....	84	15
* * *		
Annex 1: Questionnaire on exchange of information between Contracting Parties under article 6 of ATP .....		16
Annex 2: Annex 1, Appendix 4 of ATP .....		18
Annex 3: Programme of work for 2000-2004.....		19

## ATTENDANCE

1. The following ECE member States were represented: Belgium; Czech Republic; Denmark; Finland; France; Germany, Hungary; Ireland, Italy; Netherlands; Norway; Portugal; Russian Federation; Slovakia; Spain; Sweden; United Kingdom of Great Britain and Northern Ireland; United States of America. The governmental organization International Institute of Refrigeration (IIR) and the non-governmental organization Transfrigoroute International also took part in the meeting.

## ADOPTION OF THE AGENDA

2. The provisional agenda (TRANS/WP.11/1999) was adopted.

## ELECTION OF OFFICERS

3. Mr. M. EILSOE (Denmark) had been elected Chairman and Mr. V. TKATCHEV (Russian Federation) had been elected Vice-Chairman at the fifty-fourth session.

## ACTIVITIES OF ECE AND ITS BODIES OF INTEREST TO THE WORKING PARTY

(a) Inland Transport Committee

4. The Working Party was informed of the discussions which had taken place in the Inland Transport Committee concerning the transport of perishable foodstuffs (ECE/TRANS/128, paras. 108 to 112). The Working Group took note of the Committee's position with reference to the need to make the procedure for the entry into force of amendments to ATP more flexible.

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

5. The Working Party took note of the activities of the Working Party on Standardization of Perishable Foodstuffs and Quality Development (WP.7).

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

(a) International Institute of Refrigeration (IIR)

6. The representative of IIR reported to the Working Party on the results of the meeting of the Sub-Commission on testing stations which had been held in Lisbon (Portugal) from 24 to 25 March 1999. Following this meeting, a small group had studied the results of the questionnaire which had revealed some differences of interpretation (see agenda item 10).

(b) Transfrigoroute International

7. The representative of Transfrigoroute International reported on his organization's annual meeting which had proposed the drawing up of provisions for the carriage of fresh fruit and vegetables for ATP.

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

8. To date, the following States had become Parties to the Agreement: Austria; Belgium; Bosnia and Herzegovina; Bulgaria; Croatia; Czech Republic; Denmark; Estonia; 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].

9. Georgia had deposited its instrument of accession on 30 November 1998, i.e. the Agreement would enter into force for Georgia on 30 November 1999 (C.N.773.1998.TREATIES-5).

10. Romania had deposited its instrument of accession on 22 April 1999; the Agreement would enter into force for Romania on 22 April 2000 (C.N.296.1999.TREATIES-2).

(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.11/1999/2

11. The Working Party considered document TRANS/WP.11/1999/2 and invited all Parties to transmit to the secretariat any additional information concerning competent authorities issuing certificates of compliance, officially approved testing stations, and the e-mail and postal addresses of bodies to be contacted in the event of difficulties.

12. The Working Party was informed that Estonia, a new Party to ATP, had designated its competent authority for road transport:

National Motor Vehicle Registration Centre  
19 Mäepealse Street, 12617 Tallin, Estonia  
Tel.: (+372)6201 200, Fax: (+372)6201 201.

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

13. Some delegations pointed out the difficulty of completing table 1, partly because of the confidential nature of some of the data and partly because of the number of authorities involved.

14. The Chairman said that the first part of the table was easy to complete and could be useful to the other Parties.

15. The Working Party decided to keep table 1 as an annex to the report and invited representatives to complete it and send it to the secretariat by 30 April 2000 at latest (see annex 1).

16. It was stressed that table 2 was very useful in communications among competent authorities.

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

17. The amendments proposed by France to article 5 and to paragraph 1 of article 10 of ATP entered into force on 30 April 1999 (C.N.799.1998.TREATIES-7).

18. The amendments to article 18 and to Annex 1, Appendix 4, adopted by the Working Party at its last session, were circulated in the form of a depository notification (see C.N.919.1998.TREATIES-6).

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 1, Appendix 2, paragraphs 32 to 42  
Updating of safety coefficients

19. The representative of Transfrigoroute International said that he hoped that the Working Party would take a decision to increase the safety coefficient to 2.5 or 2.2 at least.

20. The representative of France said that there were no scientific grounds for increasing the coefficient from 1.75 to 2.5 and that it would mean a number of disadvantages, including recourse to more powerful refrigerating units and consequently greater energy consumption and an adverse effect on the environment.

21. He also pointed out that an increase in the K coefficient could lead to a reduction in insulation thicknesses and thus a greater risk of a rise in temperature when the refrigerating unit was deliberately or unintentionally stopped.

22. The Working Party took no decision on this question and decided to keep it on the agenda for the next session.

(b) Annex 2, Appendix 1 to ATP

Monitoring of air temperatures for the transport of quick-frozen perishable foodstuffs

23. The representative of the United Kingdom said that the European standard (CEN 12830) on temperature recorders for the storage and distribution of chilled, quick (deep)-frozen and frozen foodstuffs and ice cream - tests, performance and suitability for use, would enter into force in January 2000.

24. He hoped that ATP would include a reference to this standard in order to ensure greater harmonization among the Parties.

25. The representatives of Germany and Italy said that the European standard was not binding and that domestic law took precedence in this instance.

26. The representative of the United Kingdom said that he would submit a proposal on this question to the Working Party at its next session.

(c) Annex 3 to ATP

Selection of equipment and temperature conditions for the carriage of chilled foodstuffs

27. The delegation of Germany informed the Working Party that Germany had twice submitted the draft amendment to Annex 3 to the depository of the United Nations. Due to the fact that the depository had informed Germany that the texts were illegible, the amendment to Annex 3 had been resubmitted unchanged to the depository in October for the third time.

(d) Annex 1, Appendix 1, paragraph 2 (d)

Question of quantity restrictions for the period of validity of type approval certificates

Documents: TRANS/WP.11/1999/1  
TRANS/WP.11/1999/7

28. The representative of France said that the production series of 1000 units was commonly exceeded and that Annex 1, Appendix 1, paragraph 2 (d) should be amended to take this situation into account.

29. The Chairman reminded the meeting that the question had been considered by the informal group which had preferred that the amendment should concern the "competent authority" which would become the "competent authority in the country of manufacture".



30. Following the discussion, the Working Party decided to leave the text as it stood.

(e) Annex 1, Appendix 2, paragraph 41

Document: TRANS/WP.11/1999/7

31. The representative of France decided to withdraw his amendment which could be included as a commentary in the future ATP guidelines.

(f) Annex 1, Appendix 4

Document: TRANS/WP.11/1999/6

32. The representative of Denmark proposed that the placing of the distinguishing marks and the size of the letters used should be harmonized.

33. His proposal was adopted by the Working Party and would be submitted to the depository by the secretariat (see annex 2).

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

Document: TRANS/WP.11/198, Annex 4  
TRANS/WP.11/1998/4

34. The representative of Germany submitted two informal documents on test procedures for multi-compartment multi-temperature vehicles (INF.8) and an approval procedure for such vehicles (INF.9).

35. The proposal by Germany (informal document INF.8) was close to that provisionally adopted by the Working Party, the differences being notably in terms of the thickness of the movable bulkheads which were 45/30 mm instead of 40/25 mm and the assumed coefficients which were between 1.0 and 2.5 W/m<sup>2</sup>.K instead of 0.4 and 0.7 W/m<sup>2</sup>.K.

36. The representative of France said that the proposal by Germany should be adopted without delay if a temperature difference of 30° C (para. 64) could be taken into account and the following sentence deleted from paragraph 65 (7):

“the airflow in m<sup>3</sup>/h of the appliances ensuring forced circulation of air shall be capable of an average delivery of 60 times the volume of the empty transport equipment when the heat exchanger is frost-free.”

37. He was of the opinion that this sentence should be considered for all refrigerated vehicles and not only for multi-compartment and multi-temperature vehicles.

38. The representative of Transfrigoroute International emphasized that the volume of air was much larger for multi-compartment vehicles than for normal vehicles, with a higher-speed airflow, and that it would therefore be more realistic to opt for a temperature difference of 50° C rather than 30° C.

39. The representative of the United Kingdom noted that account should be taken of the fact that the evaporator load was variable; a compromise solution needed to be found to a situation to which there were several possible approaches.

40. Several delegations hoped that the model certificate could be provisionally adopted for multi-compartment vehicles; the Chairman said that the footnotes from the model in Appendix 3 to Annex 1 should be added to it.

41. The Working Party decided that the discussion on multi-compartments should be referred to the next meeting of engineers of testing stations and that it should be kept on the agenda.

#### REVISION OF THE ANNEXES TO ATP

Documents: TRANS/WP.11/1999/5 and -/Add.1  
TRANS/WP.11/1999/8

42. The Working Party welcomed the high quality of the work done by Mr. R. Heap and Mr. C. Bowyer (consultants).

43. It invited the consultants to take the following comments into account for the new version of the revised Annexes:

- use of “t” for temperature and “T” for time (ISO standard);
- reference to the definitions for lorries used in the 1958 Agreement;
- taking into account the presentation in informal document INF.7 (Germany); and
- separation of requirements; for characteristics of the equipment (insulating, cooling, refrigerating, heat-generating);
- for test methods applied by laboratories; and
- for approval procedures for new equipment and renewal of approval for equipment in service.

44. The Working Party asked the Inland Transport Committee to draw up a consultation budget for the revision of ATP.

45. It hoped that the draft revised Annexes would be available for the next meeting of the IIR D2/D3 Sub-Commission.

46. The representative of France welcomed the work of revision and said that it would be useful to have a proposed amendment to article 18 setting out several different levels of concerns.
47. The representative of the United Kingdom submitted two proposals contained in document TRANS/WP.11/1999/8.
48. The Chairman of the Working Party said that these proposals should be discussed in IIR and invited delegations to collect together such draft amendments as might seem necessary in the revision of the Annexes, in order to avoid sending draft amendments piecemeal to the depository.

#### GUIDELINES FOR ATP

Document: TRANS/WP.11/1999/1

49. The replies to the questionnaire distributed by IIR Sub-Commission D2/D3 had revealed differences in the interpretation of some provisions of ATP.
50. The secretariat had considered that it would be useful to prepare an ATP handbook, like the existing TIR Handbook, to include the Working Party's comments on the interpretation of the most ambiguous technical questions; it would be a very useful document both for users and for the competent authorities.
51. This proposal was considered by an informal group which met in Geneva on 25 and 26 May 1999 (see TRANS/WP.11/1999/1) also to discuss various interpretations relating to mass production, approval of equipment in service, refrigeration tests, validity of re-approval and vehicles for export.
52. The representative of France proposed that in the discussion of the ATP handbook (or "Guidelines") account should be taken of the revision of the Annexes, recent technological developments and the results of discussions within IIR.
53. The representative of the Russian Federation hoped that the definition of perishable foodstuffs would be included in the future ATP handbook.
54. Several participants were in favour of the idea of the ATP handbook and an informal group (Germany, Denmark, France, Spain, Italy, Netherlands, Portugal, United Kingdom, Sweden and the secretariat), coordinated by Mr. Eilsoe, would meet to consider the question.
55. The Chairman proposed that the informal group, which would meet in Paris (March 2000), should take as its starting-point document TRANS/WP.11/1999/1 which referred to the subjects which had given rise to divergences of interpretation.

## FACILITATION OF TRANSPORT OF PERISHABLE FOODSTUFFS

Document: TRANS/WP.11/1999/3

56. The Working Party was informed that the draft annex to the International Convention on the Harmonization of Frontier Controls of Goods (of 1982) had been discussed by the Working Party on Customs Questions affecting Transport (WP.30, 18-22 October 1999).

57. The WP.30 Working Party considered that this annex should be brought into line with the present legal provisions of the Convention, with the addition of technical and administrative provisions enabling them to be implemented efficiently. An informal drafting group would perform this task which would be considered by the WP.30 Working Party in June 2000, and subsequently by the Administrative Committee in October 2000.

58. A progress report would be prepared for the next session of the Working Party.

### SCOPE OF ATP

Documents: TRANS/WP.11/1998/8  
TRANS/WP.11/198, paras. 53-63

59. The representative of the Russian Federation submitted an informal document (INF.2) which proposed that a new Annex 4 should be included in ATP on temperature conditions to be observed in the transport of fresh fruit and vegetables (fruit, vegetables, potatoes, citrus fruit and bananas) which are neither quick-frozen nor frozen.

60. The representative of Germany recalled the background to the discussion of this question and concluded that it was practically impossible to include fruit and vegetables in view of the large number of situations which must be taken into account: maturing conditions, varieties, cultivation zones, seasons, distances to be covered, etc.

61. He considered that a solution must be sought in relation to resolution No. 244, adopted by the Inland Transport Committee (ECE/TRANS/19).

62. The representative of Transfrigoroute International proposed (document INF.6) that Annex 3 of ATP should have a second section for fresh fruit and vegetables, to comply with the temperature as defined by the originating party or as indicated on the labels or transport documents.

63. The representatives of Spain, the Netherlands and the United Kingdom considered that the proposal would not solve the real problems arising in the Russian Federation and that it would be more appropriate to give thought to defining special conditions for long-haul transport (to be defined) of fresh fruit and vegetables.

64. The representative of Italy said that his country transported fresh fruit and vegetables over long distances (Italy/Canada) in excellent conditions of quality.

65. The representative of France noted that fresh fruit and vegetables were indeed perishable foodstuffs and that even in the preamble to ATP reference was made to the importance of quality; one solution would be to refer to good practice guides prepared by professionals on scientific bases.

66. The representative of Ireland considered that the solution to the problem should not be sought in ATP merely on grounds of principle.

67. The Working Party asked the representative of the Russian Federation to take into account the comments put forward by the other delegations in submitting an official document to the next session.

#### KIT BODIES

Document: TRANS/WP.11/1998/6

68. The Working Party decided to discuss this question at the next meeting of the Sub-Commission on Test Stations and to come back to it at its next session.

#### PROCEDURES FOR DETERMINING THE EFFICIENCY OF EUTECTIC BATTERY REFRIGERATION APPLIANCES

69. In view of the number of items of equipment with eutectic batteries, the Working Party decided to keep this item on the agenda in order to remain informed about developments.

#### REFRIGERANTS AND BLOWING AGENTS

70. The Working Party was informed that as from the beginning of the year 2000 Finland would prohibit the use of CFCs and HCFCs for new equipment.

71. It was also informed of a draft directive on the same subject which the European Union was in the process of preparing.

72. The Working Party kept the question on its agenda for the next session.

#### STATISTICS CONCERNING ATP

73. The Working Party recalled that at its previous session it had asked Working Party WP.6 to take up the issue at the next session of the Intersecretariat Working Group on Transport Statistics (IWG). The secretary of WP.6 had informed the Working Party (June 1999) that the IWG had discussed the constant efforts of WP. 6 to obtain better information on the transport of perishable foodstuffs, and reiterated the importance of these data in tracking the evolution of the market and in respect of the environment (e.g., emissions related to temperature-controlled vehicles). The IWG had asked WP.6 to keep the item on its agenda, but had asked WP.11 if it would send out the pilot questionnaire and compile the results itself, instead of WP.6. It had also

been recommended that WP.11 should update the list of ATP focal points for statistics, in an attempt to have contacts with a greater number of Contracting Parties to the ATP (TRANS/WP.6/1999, paras. 36-37).

74. The Working Party thanked the secretary of WP.6 and promised to take up this item at the upcoming meeting of IIR in Munich in May 2000, at which a large number of Contracting Parties would be present and where the preparation of a questionnaire for collecting data that would be comparable from country to country could be studied.

75. The item would be re-considered at the next session.

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

76. The representative of France said that his Government considered ATP coverage in European Union regulations to be of great importance, for example, the European Regulations on Hygiene currently in preparation.

77. The Working Party kept the question on the agenda for its next session.

#### OTHER BUSINESS

##### New regulations concerning imports of shell eggs to the United States of America

78. The representative of the United States of America introduced an informal document (INF.4) on his country's new regulations on the import of shell eggs and egg-based products.

##### Websites of interest to the Working Party

79. The Working Party noted that information on agreements and conventions of which the Secretary-General of the United Nations was the depositary could be consulted on Internet at: "<http://www.un.org/depts/treaty>".

80. The documents of the WP.11 secretariat could be found at: "<http://www.unece.org/trans/main/welcwp11.htm>".

#### PROGRAMME OF WORK FOR 2000-2004

81. The Working Party adopted its programme of work for 2000-2004 (see annex 3). It asked the secretariat to make the necessary arrangements for the publication of a new version of ATP.

#### DATE OF THE NEXT SESSION

82. The Working Party was informed that its fifty-sixth session had been provisionally scheduled for 30 October to 3 November 2000.

#### ELECTION OF OFFICERS FOR THE NEXT SESSION

83. The Working Party elected Mr. M. Eilsoe (Denmark) as Chairman and Mr. V. Tkatchev (Russian Federation) as Vice-Chairman for the next session.

#### ADOPTION OF THE REPORT

84. The Working Party adopted the report on its fifty-fifth 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 2000)**

Member State ..... Competent authority 1/ .....

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
* traffic police frequency <u>2/</u> _1_ 2_ 3_ 4_ 5  * road control authority frequency <u>2/</u> _1_ 2_ 3_ 4_ 5  * customs authority frequency <u>2/</u> _1_ 2_ 3_ 4_ 5  * authority for the inspection of foodstuffs frequency <u>2/</u> _1_ 2_ 3_ 4_ 5  * others * ..... * .....	* 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	* 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 about ..... <u>3/</u>  * Information from the country of registration (Article 6 (2) of ATP)  * Other measures ..... .....
Remarks/amendments		

1/ Competent authority to be included in the document TRANS/WP.11/1999/2.

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

3/ 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 checks .....
	border checks .....
	checks during loading and unloading ..... (by official veterinary authorities)
Number of detected breaches of ATP <u>2/</u> (total): .....	
including: 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**

**Annex 1, Appendix 4 to ATP**

Annex 1, Appendix 4, first paragraph read:

"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.

The classification and expiry marks shall at least be affixed externally on both sides in the upper corners near the front.

The marks shall be as follows:"

**Annex 3**

PROGRAMME OF WORK FOR 2000-2004

**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 2001:

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 2001:

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 2001:

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 2001:

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 2001:

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

- (f) Elaborate an ATP Handbook Priority: 1

Output expected by the end of 2001:

To have a final version of the Handbook for publication.

ACTIVITIES OF A LIMITED DURATION

- (g) Elaborate a procedure for the revision of ATP in order to accelerate the entry into force of texts adopted by the Working Party. (2001) Priority: 1

Output expected by the end of 2000:

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 2001:

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 2001:

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. (2001) Priority: 2

Output expected by the end of 2001:

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. (2001) Priority: 1

Output expected by the end of 2001:

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. (2001) Priority: 2

Output expected by the end of 2001:

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

- (m) Improvement in the collection of statistics concerning the transport of perishable foodstuffs. (2001) Priority: 2

Output expected by the end of 2001:

Collection of data and improvement of the pilot questionnaire, in cooperation with WP.6.

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