



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

Geneva, 25-28 October 2011

Item 4 (d) of the provisional agenda

Status and implementation of the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP):**Exchange of information among Parties under Article 6 of ATP****Responses to the questionnaire on the implementation of the ATP¹****Note by the secretariat****Introduction**

1. At its sixty-sixth session in 2010, WP.11 thanked those countries that had provided data for the questionnaire on the implementation of the ATP in 2009 and reminded countries of their obligation to respond to the questionnaire (ECE/TRANS/WP.11/222, para. 16).
2. By e-mail, the secretariat requested all countries represented in WP.11 to reply to the questionnaire with their 2010 data. The data received are presented in the tables below.
3. Information on the number of checks made and breaches detected in 2010 has been provided by Czech Republic, Finland, France, Italy, Serbia, Slovak Republic and Spain (see Table 1 below).

¹ Submitted in accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106; ECE/TRANS/2010/8, programme activity 02.11).

Table 1
Number of checks made and breaches detected in 2010

Country	CZ	FIN	FR	IT	SERB	SK	SP
Number of ATP road checks	105	49	3 354	31 933	46	716	-
Number of ATP rail checks	0	0	0	-	0	0	-
Breaches documents domestic/foreign	0	10/8	-	81/0	7	7/0	431/12
Breaches thermal appliances domestic/foreign	11	0/0	659*	62/0	3	1/0	45/0
Breaches body domestic/foreign	30	0/0	-	3/0	2	11/0	140/1
Other breaches domestic/foreign	0	11**/0	478	311/18	0	0/0	0/1
Total breaches domestic/foreign	41	21/8	1 137	457/26	12	19/0	616/14
% of defective equipment	NS	-	34 %	NS	NS	NS	NS

Notes:

NS Not specified.

* Breaches related to documents, thermal appliances and the body.

** Did not present the documents for the self-control system.

4. Additional information on the number of certificates issued in 2010 was provided by Czech Republic, Denmark, Finland, France, Ireland, Italy, Netherlands, Norway, Poland, Portugal, Serbia, Slovak Republic, Spain, Sweden and United Kingdom (see Table 2 below).

Table 2
Additional information on compliance with ATP: number of certificates issued in 2010

Country	CZ	DK	FIN	FR	IR	IT	NE	NO	POL	POR	SERB	SK	SP	SW	UK
1 st certificate new equipment	397	427	394	12 845	45	1 515	372	68	736	650	7	279	5 873	316	629
2 nd certificate inspection	75	68	261	-	107**	3 600	413	0	1 177	362	18	60	9 357	67	120
2 nd certificate K value	0	0	0	-	-	1 150	0	0	1	0	0	0	0	0	0
3 rd certificate inspection	23	0	44	14 376*	-	3 840	116	0	493	0	8	0	8 229	0	45
3 rd certificate K value	0	0	1	-	-	1 300	0	0	3	230	0	0	0	0	0
4 th certificate inspection	1	0	42	-	-	4 560	24	0	106	0	1	0	11 482	0	0
4 th certificate K value	0	0	0	-	-	1 430	0	0	14	1	0	0	0	0	0
Total	496	495	742	27 221	152	17 395	925	68	2 538	1 507	34	339	34 905	383	834
Duplicates	NS	NS	0	105	30	NS	9	0	19	10	5	0	838	NS	85

Notes:

NS Not specified.

* Represents all 2nd to 4th certificates issued based on inspection by expert or K value.

** Breakdown of 2nd to 4th certificates not given.

Finland: Certificates marked as "duplicate" are not issued in Finland. Instead, new certificates are issued to replace lost or erroneous ones. The number of such certificates was 18 in 2010 and they are included in the figures above.

United Kingdom: Duplicates are replacements rather than duplicates.

5. The secretariat also requested countries to provide any complementary information for Informal document INF.2 issued at the sixty-fifth session of WP.11 in 2009. In response, the following new information was provided:

Italy

In Italy, ATP has been mandatory for national carriage since 1 September 1984. The competent authority is the Ministry of Infrastructure and Transport, Department for Transport (MIT/DFT). Depending on test periodicity, checks on ATP vehicles are carried out by ATP testing stations recognised by MIT/DfT or by testing stations belonging to MIT/DfT.

Serbia

Currently, the ATP Agreement is not the basis for domestic transport of perishable foodstuffs in the Republic of Serbia. However, two measures have been suggested which may change this situation. First, a new Regulation for vehicle testing has been drawn up (which has not been adopted yet), in which an ATP Certificate is required for new refrigerated vehicles. Also, the new version of the ATP Agreement has been translated into Serbian and the procedure for publishing it in the Official Journal is underway.

6. From the data presented in this document, it would seem that not all ATP Contracting Parties have a system of highway controls of ATP equipment and the checking of documents, thermal appliances, insulated equipment, etc. Of course, the ATP does not require this. In article 6, it states that "Each Contracting Party shall take all appropriate measures to ensure observance of the provisions of this Agreement." It does not specify what those measures should be. It may be that some countries do not have checking officers with the necessary expertise or knowledge of ATP provisions or sufficient traffic of ATP vehicles to warrant a system of highway controls. But it may also be the case that in the absence of such a system there is insufficient observance of ATP provisions.

7. In the interest of strengthening the Agreement, the Working Party may wish to discuss measures which could be taken to ensure observance of the provisions of the Agreement. As a first step, the secretariat could send a questionnaire to countries asking what measures they currently use to ensure observance of the Agreement and whether they organize highway controls for this purpose.