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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on the Transport  
of Perishable Foodstuffs

Sixty-first session  
Geneva, 31 October-3 November 2005

**PROGRAMME OF WORK**

Transmitted by the Government of Portugal

The secretariat reproduces below a proposal submitted by the Chairman of the Working Party on the Transport of Perishable Foodstuffs (Mr. T. Nobre, Portugal).

**WORKING GUIDELINES FOR 2005**

This proposal intends to implement a working method that allows to develop a better and quicker way of dealing with the new ATP amendments made by several Contracting Parties.

The annual meeting of WP.11 must be considered as a meeting to have a final and global discussion about the opportunity to approve or not to approve the various amendments presented as well as to discuss the major guidelines and orientation for the future.

At this meeting, it is not appropriate to discuss the smaller but very important details such as the best and suitable words to be used on a new proposal, as well as the several translation language problems or cross references among the text proposed.

These small but very important details must be discussed prior to the annual session of WP.11.

Thus, in order to try to improve the work of WP.11, the following working method is proposed:



In a world which is more and more competitive, where everyone wishes to make easy and quick money, the ATP has been used more and more as a simple tool to make money not taking into account the two other important areas of influence.

Experts attending the WP.11 meetings are considered as the best technicians, economical or political advisers, dealing with ATP matters.

As the best experts on ATP, WP.11 delegations have an obligation for future generations to leave them a legacy of Quality, Healthy Environment and Strong Economy.

It is well known that the quicker business gives great profits, the higher the risks are. A strong and healthy business and economy have to be built step-by-step and based on the quality criteria for the benefits of all and not only for the benefits of a few.

Therefore, it is up to us to try to find the delicate and not easy balance between these three major areas of influence of the ATP.

A way must be found to turn and update the ATP into an advanced powerful tool able to lead to a better quality, with low environment impact and long term strong economies and not just keeping it as an old fashioned weapon for making "good business".

Each delegation has the responsibility in their own countries, to guide their Governments, their related industries, their transport industries, the final consumer, and to show them the benefits of a global new approach and delicate balance between these three main areas of influence of the ATP.

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