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### Economic Commission for Europe

#### Inland Transport Committee

#### Working Party on the Transport of Perishable Foodstuffs

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Item 5 (b) of the provisional agenda

##### Proposals of amendments to the ATP: New proposals

### **Proposal to extend the ATP agreement to all carriage of perishable foodstuffs, including national carriage**

#### **Transmitted by the Government of France**

#### **Context and challenges**

1. National, regional and international regulations have been developed to provide a framework for the hygiene standards that apply to foodstuffs.
2. They mainly establish performance requirements and make operators responsible for measures that are to be implemented to attain the objectives set.
3. The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP) is a valuable tool for refrigerated transport operators to define the means of achieving these performance requirements.
4. However, regrettably, the Agreement, which has been ratified by 48 countries, applies to domestic carriage in only a very small number of countries, which may be to the detriment of the safety of the foodstuffs.
5. Indeed, while the requirements of ATP are sometimes applied to journeys of only a few kilometres if they involve a border crossing, they may not be imposed for domestic journeys of several hundred kilometres.
6. However, as has been argued by the International Institute of Refrigeration (IIR), consistently maintaining a secure cold chain will contribute significantly to reducing food waste and to achieving the ambitious objectives of addressing the food needs of almost 9 billion people in 2050.
7. These are worldwide challenges and are the responsibility of every individual. Nevertheless, the necessary means must be put in place in order to achieve them.

## Objectives

8. In order to strengthen and harmonize the food chain safety in all of the countries that have signed ATP, we recommend that the requirements of ATP should be applied to all equipment and to all carriage of perishable foodstuffs, national or international.

9. This universal application would have the benefit of imposing identical construction and maintenance standards on the equipment used to transport foodstuffs.

10. However, in order to facilitate implementation, the requirements of ATP should not be applied to local transport (in France, a transport distance of less than 80 km without intermediate reloading).

11. Furthermore, with a view to protecting the financial resources of transport operators, these new provisions will only be enforceable on equipment brought into service after the entry into force of the new provisions.

## Proposed amendment to the ATP Agreement

12. In this new context, the following amendments would need to be made to the Agreement:

- Title of the Agreement:

**“AGREEMENT ON THE ~~INTERNATIONAL~~ CARRIAGE OF PERISHABLE  
FOODSTUFFS AND ON THE SPECIAL EQUIPMENT TO BE USED  
FOR SUCH CARRIAGE (ATP)”**

- Article 1 of the Agreement:

**“Article 1**

For the ~~international~~ carriage of perishable foodstuffs, equipment shall not be designated as “insulated”, “refrigerated”, “mechanically refrigerated”, or “heated” equipment unless it complies with the definitions and standards set forth in annex 1 to this Agreement.”

- Title of Chapter II of the Agreement

**“Chapter II**

**USE OF SPECIAL TRANSPORT EQUIPMENT  
FOR THE ~~INTERNATIONAL~~ CARRIAGE OF  
CERTAIN PERISHABLE FOODSTUFFS”**

- Article 3

**“Article 3**

1. The provisions of article 4 of this Agreement shall apply to all carriage, whether for hire or reward or for own account, carried out exclusively — subject to the provisions of paragraph 2 of this article — by rail, by road or by a combination of the two, of

- quick (deep)-frozen and frozen foodstuffs, and of
- foodstuffs referred to in annex 3 to this Agreement even if they are neither quick (deep)-frozen nor frozen,

~~if the point at which the goods are, or the equipment containing them is, loaded on to a rail or road vehicle and the point at which the goods are, or the equipment~~

~~containing them is, unloaded from that vehicle are in two different States and the point at which the goods are unloaded is situated in the territory of a Contracting Party.~~

In the case of carriage entailing one or more sea crossings other than sea crossings as referred to in paragraph 2 of this article, each land journey shall be considered separately.”

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