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INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Perishable Foodstuffs

REPORT OF THE WORKING PARTY ON ITS FIFTY-SIXTH SESSION
(30 October-2 November 2000)

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ATTENDANCE

1. The following member States of the United Nations Economic Commission for Europe 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 intergovernmental 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.11/201) was adopted.

ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

(a) Inland Transport Committee

ECE/TRANS/133, paras. 88-90
ECE/TRANS/133/Add.1

3. The Working Party was informed that the Inland Transport Committee had approved the report of the Working Party and encouraged it to continue with the revision of the Annexes to ATP and the preparation of an ATP Handbook.

4. The Inland Transport Committee had requested the Working Party to assess its cooperation with the private sector and to report to it on how that relationship could be used to greater advantage to enhance its work (see ECE/TRANS/133, paras. 6 and 7).

5. The Working Party was cooperating closely with the International Institute of Refrigeration (IIR) and with Transfrigoroute International.

6. Cooperation with IIR, and more particularly with the D2 Sub-Commission on testing stations, was extremely useful to the Working Party which had benefited from the scientific and technological expertise of the testing station engineers who devoted a large section of their annual meeting to ATP matters.

7. The Working Party maintained a fruitful exchange with Transfrigoroute International which united the refrigeration industry and associations of national carriers of perishable foodstuffs, through participation in meetings and exchanges of documents.

8. The Working Party considered that increased cooperation with IIR, Transfrigoroute International and possibly other private sectors would be desirable in order to meet the needs of the new Contracting Parties to ATP, in view of their growing number and particularly in view of the very technical nature of the Agreement, compliance with the procedures of which required considerable human and technological investment. Cooperation could take the form of jointly-organized seminars and activities to popularize and modernize ATP.

9. The representatives of IIR and Transfrigoroute International declared themselves in favour of participating in organizing a seminar for the new member countries of ATP under the auspices of WP.11.

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

10. The Working Party took note of the fact that the report of the Specialized Section on Standardization of Meat of the Working Party on Standardization of Perishable Produce and Quality Development (TRADE/WP.7) could be found in document TRADE/WP.7/GE.11/2000/7 (session of 27-29 March 2000).

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

International Institute of Refrigeration (IIR)

11. The representative of the International Institute of Refrigeration (IIR) reported to the Working Party on the discussion at the meeting of the D2 Sub-Commission on testing stations held in Munich (4-5 May 2000). Reference to it would be made under several items of the agenda.

12. The representative of IIR announced that the next meeting of the D2 Sub-Commission would be held in Cracow, from 10 to 11 May 2001.

Transfrigoroute International

13. The representative of Transfrigoroute International reported to the Working Party on his organization's recent activities and its positions regarding various items of the session's agenda.

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

14. To date, the following States had become parties to the Agreement: Austria; Azerbaijan; Belgium; Bosnia and Herzegovina; Bulgaria; Croatia; Czech Republic; Denmark; Estonia; Finland; France; Georgia; Germany; Greece; Hungary; Ireland; Italy; Kazakhstan; Lithuania; Luxembourg; Morocco; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovakia; Slovenia; Spain; Sweden; the former Yugoslav Republic of Macedonia; United Kingdom; United States of America; Uzbekistan; Yugoslavia.

15. Switzerland had signed the Agreement but had not yet ratified it.

- (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.11/2000/3 (Secretariat)

16. The Working Party took note of document TRANS/WP.11/2000/3 and in order to update it invited the delegations of the Contracting Parties to transmit any additional information concerning competent authorities issuing certificates of compliance, officially approved testing stations, and the addresses of bodies to be contacted in the event of difficulties.

17. The secretariat announced new addresses for the competent authorities of Estonia and the Russian Federation.

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

18. Only Germany had replied to the questionnaire on the exchange of information among Contracting Parties under article 6 of ATP.

19. The information supplied showed that 55 cases of violations of ATP had been detected in Germany in 1999 concerning 12 vehicles registered in the country and 43 vehicles registered abroad.

20. The Working Party had invited the competent authorities to send the secretariat their replies to the questionnaire (see annex 1 to the report) by 1 May 2001.

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

21. The draft amendment to Annex 1, Appendix 4 of ATP, adopted by the Working Party at its last session (TRANS/WP.11/200, paras. 32 and 33, and annex 2) had been circulated by the depositary (see C.N.70.2000.TREATIES-2). This draft amendment was deemed to have been accepted and would enter into force on 11 February 2001 (see C.N.563.TREATIES-3).

22. The proposed amendment to Annex 3 of ATP had been circulated by the depositary (see C.N.1038.1999.TREATIES-3); Spain had entered an objection to its entry into force (see C.N.347.2000.TREATIES-7).

23. According to this objection, “a number of items should be worded differently, including the item on fresh dairy products and ready-cooked foodstuffs, for reasons relating to food hygiene and in accordance with the legislation in force in Spain, all of which is the result of the incorporation of European Community provisions, and in view of the standards set under the Joint Food and Agriculture Organization of the United Nations (FAO)/World Health Organization (WHO) Food Standards Programme of the Codex Alimentarius Commission”.

24. Apart from the editorial correction to bring the English version into line with the French version by adding “Fish-based products” in paragraph III, all members of the Working Party, including the representative of Spain, considered that Annex 3 in its present form was a good compromise and should be resubmitted to the depositary so that it could enter into force as soon as possible.

25. The draft amendments to article 18 and Annex 1, Appendix 4, adopted by the Working Party at its fifty-fourth session, had been circulated in the form of a depositary notification (see C.N.919.1998.TREATIES-6).

26. The amendments to Annex 1, Appendix 4 were deemed to have been accepted at 27 October 2000 and would enter into force six months after that date (on 27 April 2001, see C.N.1001.2000.TREATIES-4).

27. An objection had been submitted by Germany concerning article 18 (see C.N.83.2000.TREATIES-3).

28. The representative of Germany explained that her country’s objection concerned the shortening of the period from nine months to six months (art. 18), which in turn would lead to a shortening of the total period available for examination and national measures regarding adoption. This could cause conflicts in view of national legal requirements and procedures.

29. The representative of Italy said that he would transmit to his Government a proposal on the distinction between the technical questions for which unanimity should not be required and the other questions for which unanimity should be conserved.

30. The Working Party hoped to have the proposal by Italy before it at its next session.

31. The Chairman invited the secretariat to put on its Web page the new depositary notifications which some delegations were not receiving in time.

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 to ATP

Document: TRANS/WP.11/2000/7

32. The representative of Germany stressed that the reference to the inlet to the condenser was a source of ambiguity and could result in different measurements (either at the inlet to the condenser or at the point at which air entered the refrigeration unit).

33. In order to avoid any possible confusion, the Working Party adopted amendments to paragraphs 54 (a) and 55 (i) and to report model No.10 in which the reference to the condenser was replaced by a reference to the refrigerating unit (see annex 2 to this report).

34. It invited the secretariat to submit these draft amendments to the depositary.

35. In answer to the question of whether it was permissible to include additional information in the model test reports, the Chairman replied that it was possible provided that this information was annexed to the report so as not to alter its form and so as to make it more readable.

(b) Annex 2, Appendix 1 to ATP

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

36. The delegate of the United Kingdom informed the meeting that the European Standard for temperature recorders EN 12830 had been adopted. It served as a harmonized specification and testing procedure for the approval of air temperature monitoring equipment for quick-frozen foods. However, in the European Union, member States had established their own specifications and tests in national law as required by Commission Directive 92/1/EEC. An amendment to 92/1/EEC would thus be required before EN 12830 could be fully adopted. This could only be achieved through a majority vote in the European Community Standing Committee for Foodstuffs. The United Kingdom Food Standards Agency had written to the European Commission seeking an amendment to 92/1/EEC, and the issue had been placed on the agenda of the 18-19 October 2000 meeting of the Standing Committee for Foodstuffs. Unfortunately there had been insufficient time for discussion. The Commission was considering the matter and any progress would be reported to the Working Party.

37. The Working Party had decided to keep this item on the agenda of its next session.

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

Documents: TRANS/WP.11/200, para. 69
TRANS/WP.11/198, paras. 48-62 and annex 4
TRANS/WP.11/2000/1
TRANS/WP.11/2000/2

38. The representative of Germany withdrew document TRANS/WP.11/2000/1 which should be discussed in greater depth at the meeting of the D20 Sub-Commission on testing stations in Cracow.

39. The need was admitted of a provisional model certificate in ATP for multi-compartment multi-temperature vehicles (TRANS/WP.11/2000/2) pending the adoption by the Working Party of a procedure on which the model certificate would be based.

40. At the proposal of the Chairman, the Working Party decided to amend Annex 1, Appendix 3 to ATP to take account of multi-compartment multi-temperature vehicles. The advantage of this solution was that the number of certificates to be issued would not increase.

41. The representative of Sweden said that provision must be made for a transitional period during which the current model certificate would remain valid.

42. The Working Party requested the secretariat to submit the draft amendment (see Annex 2 to this report) to the depositary.

43. It was decided that the question should be kept on the agenda.

REVISION OF THE ANNEXES TO ATP

Documents: TRANS/WP.11/2000/8
TRANS/WP.11/2000/11

44. The Working Party listened to Mr. Bowyer's explanations concerning the draft revision of Annex 1, which took into account the recommendations made by the Working Party at its last session.

45. It congratulated the consultants on their excellent work and decided to submit it for consideration to the D2 Sub-Commission on testing stations in order to check

- the use of C and K degrees;
- the inclusion in the new test reports of all the data contained in the present test reports.

46. The Working Party would consider at its next session a revised version of document TRANS/WP.11/2000/8 based on proposals received by the secretariat.

DRAFT ATP HANDBOOK

Documents: TRANS/WP.11/1999/1
TRANS/WP.11/2000/4
TRANS/WP.11/2000/5 (Secretariat)
TRANS/WP.11/2000/9 (Denmark)
TRANS/WP.11/2000/10 (France)

47. The Working Party considered the draft ATP Handbook (TRANS/WP.11/2000/5) prepared by the secretariat on the basis of explanations and comments made at the various sessions of the Working Party.

48. The draft also included comments by an informal group which had met in Paris from 21 to 24 March 2000 (TRANS/WP.11/2000/4).

49. The document submitted by France TRANS/WP.11/2000/10 was sent to the informal group for consideration and the representative of France was requested to submit to WP.11 aspects of his document which related to new amendments to ATP.

50. The attention of delegations was drawn to the TIR Handbook which provided a good model and was available on the Web at the following address:
http://www.unece.org/trans/new_tir/welctir.htm

51. The Working Party invited delegations to send the secretariat any proposal they might have for the preparation of the ATP Handbook. These proposals would initially be discussed in the informal group.
52. The Working Party considered that the draft ATP Handbook provided a solid basis which should continue to be developed in order to achieve better harmonization in the interpretation of the provisions of the Agreement.
53. It was decided that the informal group, whose mandate would be the preparation of the ATP Handbook, would meet in Roskilde (Denmark) from 14 to 16 March 2001.
54. This informal group - the composition of which would remain the same - would not be required to discuss the purely technical aspects usually considered by the D2 Sub-Commission on testing stations.
55. The representative of the Russian Federation expressed the hope that the ATP Handbook would contain a definition of perishable foodstuffs.
56. The Working Party considered the comments submitted by Denmark on Annex 1, Appendix 2, paragraph 29.
57. These comments specified that it was unnecessary to apply the test method described in Annex 1, Appendix 2, paragraphs 7 to 27 to equipment that was well-maintained, provided that it fulfilled certain conditions relating principally to the initial K coefficient.
58. The representative of Transfrigoroute International said that his organization supported an increase in the safety coefficient; as a compromise, however, it accepted the increase of the coefficient from 1.75 to 2.25, in view of the fact that modern equipment on the market was already at 3 or 3.5.
59. The representative of Germany pointed out that the 2.25 value was not high but that it was an improvement on the present situation.
60. The representative of Finland said that he accepted an increase in the safety coefficient from 1.75 to 2.00; an increase to 2.25 would require prior discussion at the national level in his country.
61. The representative of France reminded the meeting of his proposal (TRANS/WP.11/2000/10) which endeavoured to summarize the situations in the various countries by linking the value of the K coefficient to the period of approval.
62. Several statements by participants showed the variety of practices and related issues were raised, including the application or otherwise of ATP to delivery vehicles and the relationship between the value of the K coefficient and wall insulation and energy consumption.
63. The representatives of Italy, the Russian Federation and the Netherlands would like first to discuss the issue in their respective countries.

64. The representative of Sweden drew the Working Party's attention to the fact that once the change of the safety coefficient from 1.75 to 2.25 was adopted, a transitional period would be required for type-approval certificates issued in accordance with paragraph 2 (a) of Annex 1, Appendix 1 to ATP.

65. The Working Party expressed the hope that clearly-argued documentation could be available at its next session to justify any change in the 1.35 and 1.75 values.

FACILITATION OF INTERNATIONAL TRANSPORT OF PERISHABLE FOODSTUFFS

66. The Working Party took note of the draft Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods, 1982.

67. This draft annex on the adoption of efficient formalities for crossing frontiers had been considered by the Working Party on Customs Questions affecting Transport (WP.30) and by the Administrative Committee of the International Convention on the Harmonization of Frontier Controls of Goods, 1982.

68. Some work on the technical appendices to the articles of draft Annex 8 remained to be finalized before it was finally adopted by the Administrative Committee for the Convention.

69. The Working Party decided to keep this item on the agenda.

SCOPE OF ATP

Document: TRANS/WP.11/2000/12

70. The representative of the Russian Federation submitted a proposal (TRANS/WP.11/2000/12) for the inclusion in ATP of a new Annex 4 on temperature conditions to be observed in the transport of certain fresh fruit and vegetables.

71. The representatives of the Netherlands, the United Kingdom and Germany recalled that they were not in favour of extending ATP to fresh fruit and vegetables. They invoked a number of arguments, including the variety of types of fruit and vegetables, the existence of ECE quality standards for fresh fruit and vegetables, the problem-solving capacity of market mechanisms and the difference between problems of quality and problems of public health.

72. The representatives of Spain and Transfrigoroute International were in favour of expanding the scope of ATP to fresh fruit and vegetables.

73. The representative of the United Kingdom said that in view of the impasse and as a compromise, one solution would be to expand ATP only to fresh fruit and vegetables carried by rail over distances of more than 150 km.

74. This solution did not find support in view of the difficulty of justifying the different treatment of roads and railways.

75. The representative of the Russian Federation said that problems relating to the transport of fresh fruit and vegetables originated at the source from the time of unloading in ports.

76. He considered that it would be preferable to pursue the proposal of Transfrigoroute International at the last session to make provision for a second section of Annex 3 of ATP for fresh fruit and vegetables (TRANS/WP.11/200, para. 62).

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

KIT BODIES

78. The Chairman said that, in view of the number of documents to be considered in the course of the session, he had proposed to Transfrigoroute International that its proposal concerning kit bodies should be postponed.

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

PROCEDURES FOR DETERMINING THE EFFICIENCY OF EUTECTIC BATTERY REFRIGERATION APPLIANCES

80. No document had been submitted on this question which remained on the agenda.

REFRIGERANTS AND BLOWING AGENTS

81. The Working Party exchanged information on the situation of the prohibition of CFCs and HCFCs.

82. The representative of Transfrigoroute International said that, as far as the transport industry was concerned, the use of HCFCs would be prohibited in the European Union for new equipment as from 1 January 2002.

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

STATISTICS CONCERNING ATP

84. The Working Party invited countries which had not yet replied to the questionnaire to do so.

85. It expressed the hope that the D2 Sub-Commission would discuss at its next session the methodology used to collect statistics on the transport of perishable foodstuffs.

86. The Working Party would come back to this item at its next session.

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

87. The Working Party exchanged information on the new European Directive on hygiene.
88. This item was kept on its agenda for the next session.

OTHER BUSINESS

89. The Working Party took note of an informal document submitted by France, at the request of the D2 Sub-Commission, on the need to initiate reflection on the future of ATP.

Document: TRANS/WP.11/1999/8

90. The representative of the United Kingdom said that the first part of his proposal contained in document TRANS/WP.11/1999/8 had been accepted at the previous session.
91. The representative of France regretted that this question had not been given its due place on the agenda; he would therefore reserve his position pending consultations with his country's authority.
92. The Working Party adopted the draft amendment proposed by the United Kingdom to Annex 1, Appendix 2, paragraph 29 of ATP (see annex 2 to this report) and invited the secretariat to submit it to the depositary.

PROGRAMME OF WORK FOR 2001-2005

93. The Working Party adopted its programme of work for 2001-2005 (see annex 3).

DATE OF THE NEXT SESSION

94. The Working Party was informed that its fifty-seventh session had been provisionally scheduled for 12 to 15 November 2001.

ELECTION OF OFFICERS FOR THE NEXT SESSION

95. 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

96. The Working Party adopted the report on its fifty-sixth session, with its annexes.
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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):
	<u>including</u> : 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

A. DRAFT AMENDMENTS TO ANNEX 1, APPENDIX 2 TO ATP

1. Paragraph 29 (c) (ii)

Re-number paragraph 29 (c) (ii) as 29 (c) (iii) and insert a new paragraph 29 (c) (ii) to read:

“(ii) In the case of heavily insulated equipment, if the conclusions of an expert or experts show the body to be unsuitable for keeping in service in its initial class but suitable for continuing in service as normally insulated equipment, then the body may be kept in service in an appropriate class for a further three years. In this case, the distinguishing marks (as in Appendix 4 of this Annex) shall be changed appropriately.”

2. Paragraph 54 (a)

Amend the third indent to read:

“At least four thermometers uniformly distributed at the air inlet(s) to the refrigeration unit”.

3. Paragraph 55 (i)

Amend to read:

“(i) The average air temperature at the inlet(s) to the refrigeration unit shall be maintained at $30\text{ }^{\circ}\text{C} \pm 0.5\text{ K}$.

The maximum difference between the temperatures at the warmest and at the coldest points shall not exceed 2 K.”

4. MODEL No. 10 (TEST REPORT)

Second table, replace “Mean temperature of the air to the condenser” with:

“Mean temperature of the air to the inlet(s) of the refrigeration unit”.

B. DRAFT AMENDMENTS TO ANNEX 1, APPENDIX 3 TO ATP

1. Add after the box containing "HEATED"

MULTI-TEMPERATURE*

2. Amend paragraph 7.2.5 as follows:

"7.2.5. The effective refrigerating capacity 3/ at an outside temperature of 30°C and an inside temperature

	Nominal capacity	Evaporator 1**	Evaporator 2**	Evaporator 3**
of °C	..... W	..... W	..... W	..... W
of °C	..... W	..... W	..... W	..... W
of °C	..... W	..... W	..... W	..... W

3. Add the following footnotes:

* The test procedure is not yet determined within the ATP agreement.

Multi-temperature equipment is an insulated equipment with two or more compartments for different temperatures in each compartment.

** The effective cooling capacity of each evaporator depends on the number of evaporators fixed at the condensing unit.

Annex 3

PROGRAMME OF WORK FOR 2001-2005

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 2002:

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 2002:

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 2002:

To 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 2002:

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

- (f) Elaboration of 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) Elaboration of 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 2002:

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. (2002) Priority: 2

Output expected by the end of 2002:

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. (2002) Priority: 1

Output expected by the end of 2002:

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. (2002) Priority: 2

Output expected by the end of 2003:

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. (2002) Priority: 2

Output expected by the end of 2002:

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

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