The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage, adopted in 1970

Preamble: objectives
improve conditions of preservation of quality of perishable foodstuffs during carriage, particularly in international trade and promote the expansion of trade in perishable foodstuffs.

Unwritten objectives: Protecting food safety and preventing threats to human health from unsafe food.
ATP Contracting Parties

ATP 49 Contracting Parties.
Albania, Andorra, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Moldova, Monaco, Montenegro, Morocco, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Saudi Arabia, Serbia, Slovakia, Slovenia, Spain, Sweden, Tajikistan, The former Yugoslav Republic of Macedonia, Tunisia, Turkey, Ukraine, United Kingdom, United States of America, Uzbekistan.

Outside UNECE region, Morocco (since 1981), Tunisia (since 2007) and Saudi Arabia (since January 2015).

Of the SPECA countries Afghanistan and Turkmenistan are not yet parties. In 2007 and 2008, the European Union's Transport Corridor Europe Caucasus Asia (TRACECA) programme organized a project to help the Central Asian countries implement the ATP and to set up ATP test stations.
ATP Contracting Parties

The ATP is open to all UN Member States.
Expressions of interest from as far afield as Japan, South Korea and China.
There is potential for new parties in the Middle East, the Gulf States and in Africa.

ATP for international transport

ATP applies if the point at which the goods are loaded and unloaded are in two different States and the point at which they are unloaded is situated in the territory of a Contracting Party.

ATP applies even if the State where the goods are loaded is not a Contracting Party.

For example for a refrigerated consignment shipped from China to Kyrgyzstan, ATP would apply even though China is not yet a Contracting Party.
Use of ATP for domestic transport

For example France, Italy and Slovakia

Most recently the Russian Federation where ATP is used for domestic road transport from April 2013.

What transport equipment is covered?

Road vehicles, railway wagons and (for sea journeys under 150km) sea containers.

ATP would cover a consignment from Morocco to France across the straits of Gibraltar but not from Turmenbashi to Baku.

Does not cover air transport.
What perishables?

The ATP contains a non-exclusive list of products and sets the warmest possible temperature of the load. Annex 2 frozen foodstuffs. Ice cream at a temperature of -20°C and frozen fish at -18°C. Annex 3 chilled foodstuffs, cooled but above freezing. Meat products, pasteurized milk at +6°C, red meat at +7°C. Fresh fruit and vegetables unless processed are not covered by ATP.

Certification of ATP equipment

All Contracting Parties to the Agreement have to recognize ATP certificates of compliance issued by the competent authorities of other Contracting Parties.

Allows cargoes to cross borders with minimal checking.

Countries not obliged to accept certificates issued by countries that are not ATP Contracting Parties.
New ATP equipment is required to undergo a test of its K coefficient, to prove that the heat escape from the inside to the outside of the body meets the values defined by ATP. 0.70 W/m².K for normally insulated equipment and 0.40 W/m².K for heavily insulated equipment.

On the basis of a test report issued by an ATP test station, the competent authority issues a certificate of compliance valid for 6 years.

Countries not obliged to have their own test station. They may use one in another country.

After six years, retesting of the insulating capacity of the body is required and this may be done by a visual inspection of the equipment by experts.

The effectiveness of the thermal appliance is also checked by a so-called “pull-down” test, showing that it can cool the body to the required temperature in a fixed time.

If the results of these tests are satisfactory, the equipment may be kept in service for a further three years, and so on.
The ATP does not foresee any enforcement mechanisms or fines for breaching the agreement. It is up to countries to organize the enforcement of the agreement, by highway controls of vehicles, at border crossings, or by inspections at food processing establishments. But they have to report cases of non observance to other countries via the secretariat.

WP.11, administering ATP


Member countries (Ministries of transport, food and agriculture, representatives of ATP testing stations), but also International Institute of Refrigeration, Transfrigoroute International, and associations of insulated body builders.

WP.11 examines proposals for amendments made by countries. Recent amendments include testing requirements for new multi-temperature, multi-compartment equipment.
Contact

Thank you for your attention
christopher.smith@unece.org
http://www.unece.org/trans
Tel. 00 41 22 917 3298
Fax. 00 41 22 917 0039