



# **Lebanon National Training Workshop on the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP)**

**Beirut, 12-13 December 2017**

## **Future of the ATP**

**Christopher Smith**  
**Senior ATP Non Key Expert**



We're coming close to the end of this workshop so it seems appropriate to discuss the future of the ATP. The ATP was adopted in 1970, i.e. nearly 50 years ago and has been under development since the end of the Second World War. It remains relevant but it still needs to develop to survive and thrive.

In this presentation, I have singled out some of the areas where the ATP could develop and expand. These include but are not limited to the following:





- Extending the ATP to fruit and vegetables
- Transport of medicines and vaccines
- Transport of other products
- Changing the sea crossing exemption
- Bilateral and multilateral agreements
- Global warming
- New member countries
- Other organizations working in the field



This is a subject that has been mentioned throughout the workshop and one which would increase the relevance and coverage of the ATP. As has already been mentioned, many countries already use ATP equipment to carry fruit and vegetables but there is so far no provision in the ATP requiring this.

Making an official amendment to the ATP to add fruit and vegetables has been resisted by some member countries particularly those in the north of Europe where high temperatures in summer are not such a problem and which argue that it would be an extra expense.

Those countries have argued that the focus of the ATP should be on ensuring food safety and not so much on the quality of the product. They say it is easy to check whether fruit and vegetables have suffered deterioration just by looking or touching them whereas it is not so obvious whether dairy products, meat or frozen shellfish pose a food safety problem.

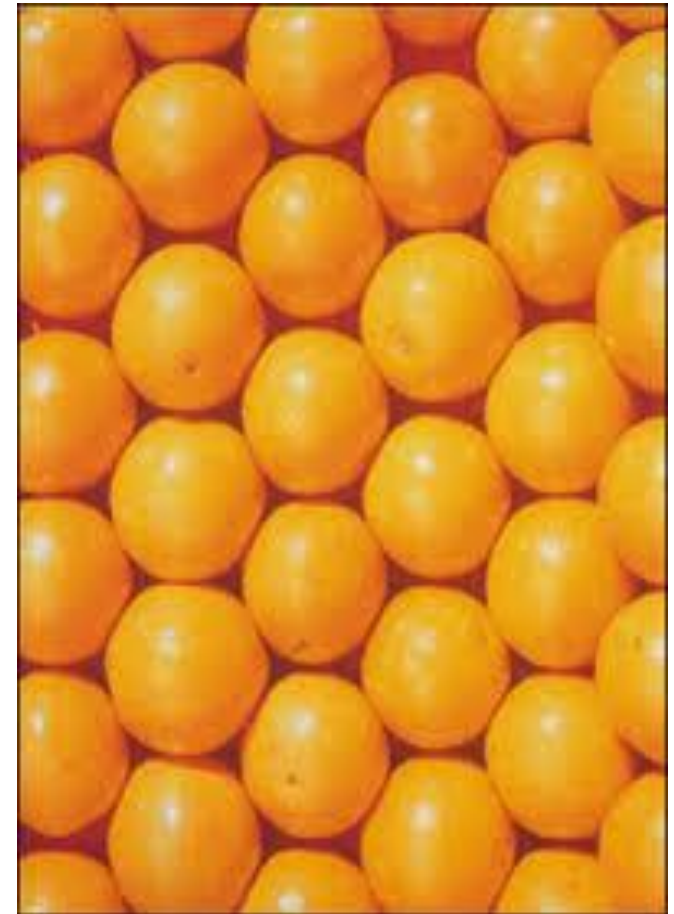




Interestingly then the main proponent of extending the ATP to fruit and vegetables is the Russian Federation which has perhaps the coldest temperatures in Europe.

In Russian winters, heated ATP equipment may be required to ensure that cargoes of chilled foodstuffs do not fall below their recommended temperatures due to the outside temperature.

The Russian Federation has argued for years at the United Nations that the ATP should be extended to fruit and vegetables and has even proposed a new annex to the ATP which appears on the next slide.







<p>Apricots, oranges, thick-skinned water melons, cherries, grapes, pears of late ripeness, grapefruits, pomegranates</p> <p>early-ripe food potatoes, white cabbage (early-rape, mid-season), cauliflower, vegetable marrows, gooseberries,</p> <p>onions, table carrots, mandarins, peaches, red beet without leaves, plum, currants</p> <p>beans, garlic,</p> <p>late-ripe apples</p>	<p>From +2 to +5°C</p>
<p>Pineapples,</p> <p>aubergines,</p> <p>melons,</p> <p>lemons,</p> <p>open soil cucumbers,</p> <p>tomatoes of rosy ripeness</p>	<p>From +6 to 9°C</p>
<p>Tomatoes of milky ripeness</p>	<p>From +11 to 13°C</p>



## **Medicines for human use**

So far there is little legislation for the transport of medicines for human use.

EU Guidelines of 7 March 2013 on Good Distribution Practice of Medicinal Products for Human Use state that :

“The required storage conditions for medicinal products should be maintained during transportation within the defined limits as described by the manufacturers or on the outer packaging.

If a deviation such as temperature excursion or product damage has occurred during transportation, this should be reported to the distributor and recipient of the affected medicinal products. A procedure should also be in place for investigating and handling temperature excursions.”



## **Medicines for human use**

Scientific studies have shown that temperatures in ambulances and other emergency vehicles regularly exceed those recommended on the labelling of medicines and have recommended the use of refrigeration to protect them against potentially harmful deterioration. This is also the case for aeroplanes during loading and before take off.

These are both cases where ATP could be used in the future to avoid possible harm to sick people or to ensure that medicines are not negatively impacted.





# Rules for the storage of medicines for human use

Typically on the labelling for medicines the following temperature requirements can be found:

None

Do not exceed 30°C

Do not exceed 25°C

Keep in the refrigerator

Obviously, these rules should also apply during transport.

## Vaccines

Vaccines may be :

- dried** (in this form they are not very sensitive to temperature);
- in liquid form** (normally stored between +2 and + 8 ° C);
- frozen** (normally stored between -15 and -25 ° C).





We have looked at other foodstuffs such as fresh fruit and vegetables that could benefit from being included in the ATP and the case of medicines and vaccines which if not transported correctly could be harmful rather than beneficial to humans.

But there are other products that require or benefit from temperature control during transportation. These include cosmetics and cut flowers which last much longer if transported at cooler temperatures.







We have seen that in the ATP when transport involves a sea journey longer than 150 km, each leg is treated separately and is not subject to ATP.

To illustrate this, carriage of perishable foodstuffs that includes a sea crossing from Rotterdam in the Netherlands to Newcastle in the United Kingdom is outside the scope of the ATP because the sea crossing is longer than 150 km whereas for the same shipment transported via Calais in France to Dover in the United Kingdom the ATP would apply.

This could lead to anomalies and possibly even unfair competition and practices.





In the Euromed region, Morocco and Tunisia are already parties to ATP.

For Morocco, transport across the Straits of Gibraltar is covered by ATP because it is below the 150 km threshold but for Tunisia the sea crossing to Sicily is just too far to be covered by the ATP.

Likewise, for Lebanon the sea crossing to Cyprus is further than 150 km (although Cyprus is not yet a member of ATP) and if goods were being shipped to Turkey by sea to avoid crossing Syria by land, then the sea crossing would also be too long for the ATP.

The problem is that we don't know exactly what the authors of the ATP had in mind in the 1960s when they were writing the ATP or whether what they had in mind is even still relevant. However, I believe this rule should be changed and WP.11 will probably have to discuss this issue again.



We have seen that certain sea crossings are already covered by ATP but what about transport by inland navigation? There are many navigable rivers and canals throughout the world which are already being used for the transport of food. On the Rhine for example over one million tonnes of food are transported every year. And what about aviation?







According to article 7 of ATP, Contracting Parties have the right to enter into bilateral or multilateral agreements to the effect that provisions applicable to special equipment and provisions applicable to the temperatures at which certain foodstuffs are required to be maintained during carriage may, **more particularly by reason of special climatic conditions, be more stringent than those prescribed in this Agreement.** Such provisions shall apply only to international carriage between Contracting Parties which have concluded bilateral or multilateral agreements as referred to in this article. Such agreements shall be transmitted to the Secretary-General of the United Nations, who shall communicate them to Contracting Parties to this Agreement which are not signatories of the said agreements.



In 2015, a letter was sent by the Executive Secretary of UNECE to Ministers of Foreign Affairs of ATP Contracting Parties requesting the name of the authority competent to sign any future bilateral or multilateral agreements established under the ATP on behalf of its country.

The responses to that letter are included on the UNECE website and countries now have the opportunity to conclude bilateral or multilateral agreements with other countries on issues which are important to them such as for example extending the Agreement to fresh fruit and vegetables.

To date, however, no BAs or MAs have been agreed and it perhaps makes the ATP itself stronger if there are none.



The refrigeration industry has had to adapt its means of insulation as the blowing agents used to make foams have been found to negatively affect the environment.

So in the early 1990s chlorofluorocarbons or CFCs were banned because of their effect on the protective ozone layer and now the use of hydrofluorocarbons (HFCs) is being phased out by the European Union's F Gas regulation.

95% of ATP transport equipment is currently produced using the HFC R404A which despite not posing a threat to the ozone layer has a high global warming potential (GWP).

Switching to alternatives that can operate effectively in various climatic and operating conditions poses challenges not only for equipment manufacturers but also for the suppliers of the refrigerant and will have an indirect affect on the refrigerated transport industry.

ATP does not mention specific refrigerants but the F Gas regulation will have an impact as new safer insulation materials may not be as effective as the older more dangerous ones.







To date, there is no system of energy labelling for ATP equipment but it seems inevitable that a system which is in widespread use for all sorts of machines such as domestic refrigerators will eventually be extended to the ATP.

This subject is also under discussion by WP.11 in Geneva.





Let's first look at the Euromed countries that are already parties to the ATP

Morocco since 1981 and  
Tunisia since 2007

But which countries have acceded more recently

Tajikistan in 2011  
Kyrgyzstan in 2012  
Turkey in 2012

Saudi Arabia in 2015  
San Marino in 2016

And in the future Euromed partners Algeria, Egypt, Israel, Jordan, Lebanon, Palestine and Syria

And beyond to Iraq and Iran



## **UNECE Working Party on the Transport of Perishable Foodstuffs (WP.11)**

### **IIR-IIF**

The International Institute of Refrigeration is an independent intergovernmental science and technology organization which promotes knowledge of refrigeration and associated technologies and applications on a global scale that improve quality of life.

The IIR has a subcommission known by the abbreviation **CERTE** that deals with refrigerated transport and ATP testing. CERTE meets once a year at the invitation of a member and makes recommendations for the support of amendments to the ATP. It also looks at amendments that may be considered too technical for WP.11.

### **Transfrigoroute International**

It is the independent umbrella association for the temperature-controlled road transport sector. It comprises 25 national member associations and unites approximately 1,700 members involved in temperature-controlled logistics and the transportation of foodstuffs by tankers. It expresses the view of the industry in WP.11.







Youtube film IIR-IIF

<https://www.youtube.com/watch?v=f740EbMPnzY>

<https://youtu.be/GEeKnisAiW0>

Maersk reefer containers

<https://www.youtube.com/watch?v=gPHFMGb7B4k>

Lamberet 6 and 9 year ATP test

<https://www.youtube.com/watch?v=P6hBV512N6U>



**Thank you !**