
Economic Commission for Europe**Inland Transport Committee****4 October 2016****Working Party on the Transport of Perishable Foodstuffs****Seventy-second session**

Geneva, 4-7 October 2016

Item 5 (a) of the provisional agenda

Proposals of amendments to ATP:**Pending proposals**

Position paper on documentation to accompany ATP certificates for multi temperature / multi compartment vehicles**Submitted by `Transfrigoroute International**

1. During the meeting of the CERTE group in Prague in April 2016 there was much discussion on the necessary documentation required by both competent authorities and ATP test stations to issue ATP certificates for multi temperature / multi compartment vehicles. It was strongly felt by the majority of the delegations present in Prague that the existing sample ATP certificate shown in annex 1, appendix 3 of the agreement was insufficient as it lacked pertinent information required in order to grant such a certificate. It was therefore decided that Transfrigoroute International (TI) should work with a small number of ATP test stations, led by KISC (Frau Kress) to explore the suggestions made during the CERTE meeting.
 2. The following are recommendations for consideration by the delegations of the signatory countries to the ATP with a view for future amendment of the agreement. This matter is now becoming urgent for operators of Multi temperature and multi compartment equipment under ATP rules.
 - (a) It was recommended that the output calculations, which form one single page, from the TI which define the compartment sizes and required evaporator nominal cooling capacity and airflow should be appended to each ATP certificate.
 - (b) TI has decided to translate the text portion of the multi temperature calculation tool into both Russian and French languages and distribute it to all ATP test stations.
 - (c) Editorial corrections will be made to the TI MT calculation tool to permit the addition of the ATP test station official stamp to the document.
 - (d) The software revision used in the MT calculation tool shall be displayed on the output sheet.
 - (e) TI proposes that this system should remain in place for a period of 4 years following adoption into the ATP and be reviewed annually during CERTE and WP 11 meetings.
 - (f) This proposal must be linked to a successful conclusion on the ongoing discussions on the marking of MT and Multi compartment vehicles. TI maintains its position that the marking should be simple using the format of FRC M.
 - (g) In service testing of MT vehicles must also be linked to this proposal. TI proposes that the retesting methodology should be simple but effective which reflects the specific nature of multi temperature equipment. The test should be conceived so that it can be completed in one working day.
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