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of Perishable Foodstuffs

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Items 7 (a) and 9 of the provisional agenda

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

Annex 1, appendix 1, paragraph 2 (c)

Transmitted by Finland

This document is an amended version of the informal document TRANS/WP.11/60th/INF.7 presented during the 60th session of WP.11 in 2004.

[Texts in square brackets refer to the revised text of Annex 1 of ATP (see document TRANS/WP.11/2005/2)]

Acceptable changes to insulated bodies

Background

Remarkable amount of transport equipments are exported from a country to another. According to the annex 1 appendix 1 paragraph 4 [*annex 1 appendix 1 paragraph 3*] of ATP, the new country of registration shall issue a new ATP certificate. Those certificates are in most cases issued without inspection of the equipment itself but on a basis of documents listed in paragraph 4 [*paragraph 3*] mentioned above. Re-approval after six years service is in many countries the first time when the equipment is inspected. During this inspection the identification, condition, construction, accessories and documents of the equipment are checked and cool-down test is carried out. If results are favourable, ATP classification of the equipment will be prolonged.

Finnish experiences show that there are remarkable deviations in the construction of the insulated bodies compared to the type tested reference bodies. Meaning that conditions in annex 1 appendix 1 paragraph 2

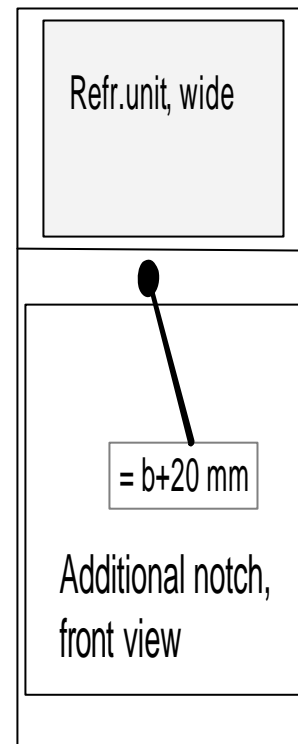
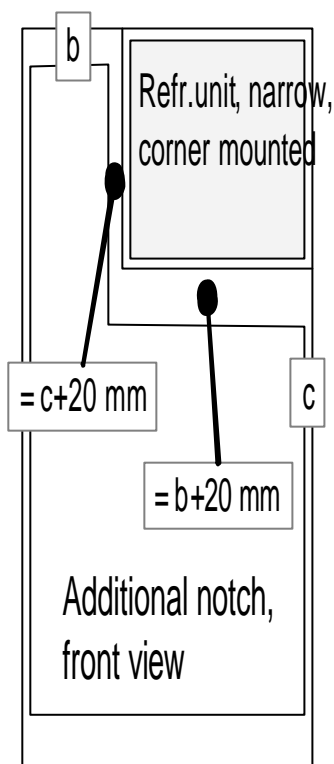
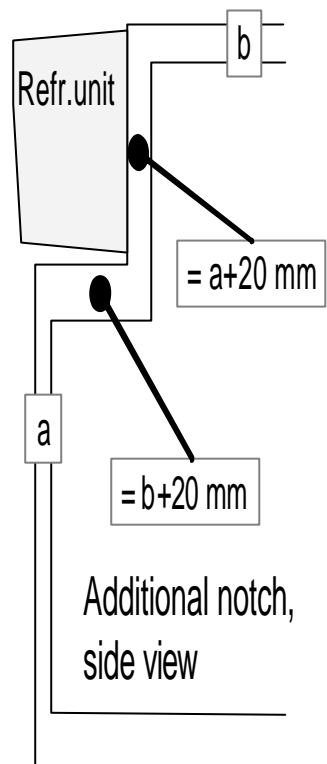
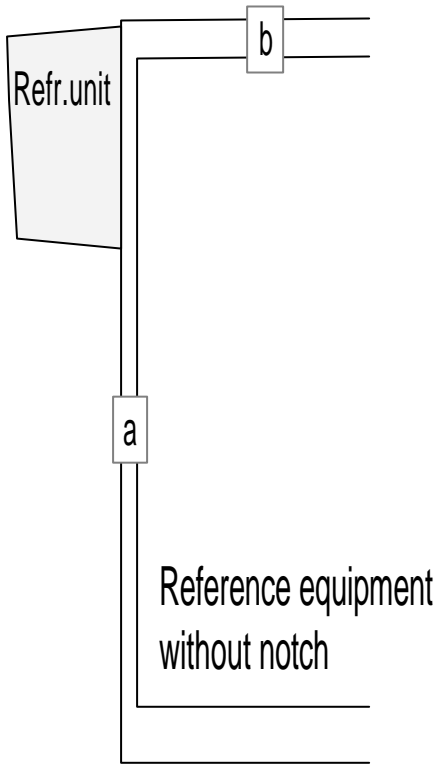
(c) (i) [*annex 1 appendix 1 paragraph 6 (c) (i)*] of ATP are not always satisfied. The origin of the deviations is in most cases the manufacturer of the body. Experiences also show that there are differences between countries and authorities how to interpret the conditions in annex 1 appendix 1 paragraph 2 (c) (i) [*annex 1 appendix 1 paragraph 6 (c) (i)*]. It seems that need to clarify those rules and maybe making them more flexible, without risking the insulating capacity, is very obvious.

Proposed clarifications

The notes and comments below on annex 1 appendix 1 paragraph 2 (c) (i) [*annex 1 appendix 1 paragraph 6 (c) (i)*] of ATP are based on Finnish experiences and discussions in IIR sub-commission D2 “CERTE” meetings in Tartu 2004 and Athens 2005. Hopefully they are useful for improving the Agreement itself and also point out items to be dealt with in ATP Handbook.

1. “The construction shall be comparable and, in particular, the insulating material and the method of insulation shall be identical”

- Note 1.1 Different types of the equipment, e.g. trailers, semi-trailers, may be considered as comparable construction, if other conditions in annex 1 appendix 1 paragraph 2 (c) (i) [*annex 1 appendix 1 paragraph 6 (c) (i)*] are satisfied.
- Note 1.2 Using different surface materials compared to the reference equipment is allowed, if thickness of the insulating materials is not reduced and if changing the surface material does not reduce the insulating capacity of the body.
- Note 1.3 Best available insulating materials, but different compared to the materials of the reference equipment, are allowed to use for repairing the damaged body, if using the original materials is for legislative reasons not possible.
- Note 1.4 Notch for refrigeration unit, additional to the reference equipment, may be added to the upper front part of the body, if the thickness of the insulating material in the horizontal and vertical walls of the notch is at least 20 mm thicker than insulating material in the respective horizontal and vertical walls of the reference equipment. The additional notch shall be assembled by the manufacturer of the body only.



2. “The thickness of the insulating material shall be not less than that of the reference equipment”

Note 2.1 Reducing in some parts of the body the thickness of the insulating material, compared to the reference equipment, and compensating the change by increasing the thickness of the insulating material in some other parts of the body, is not allowed.

3. “The number of doors and the number of hatches or other openings shall be the same or less”

Note 3.1 Each door partition in double, triple or multi partition door shall be counted as one door.

Note 3.2 One rear or side door is allowed to be replaced by not more than four vents. Vice versa this change is not allowed.

Comment: Instead of the number of doors, hatches and other openings, the perimeter of the doors etc. could be the determining factor.
