Guide to ATP for Road Hauliers and Manufacturers

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Contents

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Guide to ATP for Road Hauliers and Manufacturers

1.0 ATP Agreement

The agreement on the International Carriage of Perishable Foodstuffs and on the special equipment to be used for such carriage, known as the ATP agreement (after its French initials) was drawn up by the Inland Transport Committee of the United Nations Economic Committee for Europe in 1970-71.

The UK acceded to the agreement on the 5 October 1979, and it entered into force one year later on the 5 October 1980.

ATP provides a multi-lateral agreement between Signatory Countries (Contracting Parties) for overland cross-border carriage of perishable foodstuffs. The purpose is to facilitate international traffic by setting common internationally recognised standards.

The agreement details the following:

- Lists foodstuffs to be carried in accordance with the ATP agreement and sets the warmest permissible temperature for types of cargo.
- Lays down common standards for temperature controlled transport vehicles such as road vehicles, railway wagons and (for sea journeys under 150km) sea containers.
- Sets down the tests to be done on such equipment to ensure that they meet the required standards.
- Provides the system of certification for equipment that conforms to the standards.
- Requires all contracting parties to recognise certificates issued in accordance with the agreement by the competent authorities of other contracting parties.

Fruit and vegetables unless processed are outside the scope of ATP, as is air transport.

In the UK, The Refrigerated Vehicle Test Centre (RVTC), a division of Cambridge Refrigeration Technology (CRT), are contracted by the Department for Transport (DfT) to be the certifying authority of vehicles.

RVTC produce on behalf of the UK government's Department for Transport ATP certificates, ATP plates, replacement certificates and carry out type approvals and factory inspections. CRT also provides relevant testing facilities for insulated vehicles and refrigeration machinery in their environmental chambers and calorimeters.

For further information, call RVTC at Cambridge Refrigeration Technology or alternatively, the full text of the ATP agreement is available from HM Stationary Office or can be downloaded directly from the UN website:
www.unece.org/trans/main/wp11/atp.html

2.0 Effects of ATP for Road Hauliers and Manufacturers

2.1 Road Hauliers

For the road haulage operator only delivering foodstuffs in the UK, there is no legislative requirement for ATP. However, for operators travelling on international journeys an ATP certificate is nearly always essential. It is illegal to transport perishable foodstuffs across an international boundary between countries that are signatories to the agreement unless the vehicle has an ATP certificate. If you do this, you could be stopped and turned back and even incur a substantial fine!

In France, Spain, Portugal and Italy, where refrigerated vehicles are found carrying perishable produce without a valid ATP certificate or plate, they are heavily fined on the spot, and in some cases are forced to transfer the load to a vehicle which is carrying its certificate or displaying its ATP plate.

These countries have internal (national) transport regulations, which reflect ATP requirements, and for which ATP is accepted.

The countries that are signatories to the ATP agreement are as follows;

Albania, Andorra, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Islamic Republic of Iran, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Monaco, Montenegro, Morocco, Netherlands, North Macedonia, Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, San Marino, Saudi Arabia, Serbia, Slovakia, Slovenia, Spain, Sweden, Tajikistan, Tunisia, Turkey, Ukraine, United Kingdom of Great Britain and Northern Ireland, United States of America and Uzbekistan.

2.2 Manufacturers

For producers of insulated vehicles/bodies and refrigeration units there are two options for certification

- Type approval of the body and the refrigeration unit (serially produced units).
- Combined test on a refrigeration unit and body (uncommon).

2.3 Airflow Requirements

If the refrigerating appliance with all of its accessories has undergone separately, to the satisfaction of the competent authority, a test to determine the air circulation volume, the minimum required airflow in cooling mode for both mechanically refrigerated equipment and mechanically refrigerated and heated equipment with a forced ventilation system shall conform to the following formula:

$$\dot{V}_L = N \times V$$

Where minimum airflow rate $\dot{V}_{LMIN}$ is air changes per hour N, multiplied by the empty volume V.

Where N = 50

The air volume flow may be modulated in part load operation after reaching the set point temperature and if the temperature of the class is reached, the air flow needs not be continuous.

Where V exceeds 60 m^3 V_L may be limited to at least 3000 m^3 per hour for container, wagons and lorries

Where V exceeds 100 m^3 V_L may be limited to at least 5000 m^3 per hour.

3.0 Distinguishing Marks

Trailers approved for ATP require distinguishing marks which indicate the classification (e.g. FRC) and the expiry date affixed externally both sides at the top front corner.

The lettering is required to be Latin numerals, dark blue on a black background and a least 100mm mm for the class and 50mm for the date. For special equipment, such as a laden vehicle with maximum mass not exceeding 3.5 t, the height of the classification marks could likewise be 50 mm and at least 25 mm for the expiry dates.
In the case of multi-temperature multi-compartment road equipment that is divided in two compartments the equipment mark shall consist in the distinguishing marks of each compartment (example: FRC-FRA) starting with the compartment located at the front or on the left side of the equipment.

In the case of other multi-compartment equipment, the distinguishing mark shall be selected only for the highest ATP class, i.e. the class that permits the highest difference between inside and outside temperatures, and supplemented by the letter M (example: FRC-M or BRI-M).

4.0 Temperature Recorders

Recorder can be independent or integral to the temperature control system of the refrigeration.

Temperature recorders are required for frozen cargoes classed as QFF (quick frozen foodstuffs). The definition of QFF foodstuffs is frozen food taken through its point of maximum ice crystal formation as quickly as possible and specifically labelled as QFF. Different regulations apply to QFF foods than to frozen food.

QFF temperature recorders are required to be approved and then regularly calibrated as specified by EN 12830 and 13486.

5.0 What is ATP Technically?

The Special Equipment used for this carriage must comply with the appropriate standards of insulation and refrigeration defined in ATP. Each standard, which may be insulated only, or a combination of insulated with refrigeration, or insulated with heating, or insulated with refrigeration plus heating, is defined in ATP by a classification.

5.1 Classification

There are two classifications for insulated equipment, six for total-loss refrigerated, twelve for mechanical refrigerated and three for heated equipment. The most used classifications are insulated and insulated mechanically refrigerated.

Common ATP Classifications are as follows;

Type	**K Coeff** $W/m^2/°C$	**Temperature** °C	**Classification**
Normal Insulated	<0.7	N/A	IN
Heavy Insulated	<0.4	N/A	IR
Mechanically Refrigerated Normal Insulated	0.7-0.4	0 to +12	FNA
Mechanically Refrigerated Heavy Insulated	<0.4	-20 to +12	FRC

Equipment is certified according to test results, and each ATP certificate issued states the classification to which the equipment is approved.

5.2 Refrigeration Machinery

Mechanical refrigeration equipment fitted to insulated bodies must be rated by testing. See section on testing machinery. The agreement says that the refrigeration plant must be shown to have a heat extraction capability at the class limit temperatures of at least 1.75 times the heat flowing through the insulation at those temperatures if a type approval is to be granted.

6.0 How to Get an ATP Certificate

The simplest way to get a vehicle with an ATP certificate is to purchase a vehicle that already has this; it can be a new or second hand vehicle. When the vehicle is handed over

it will have its unique ATP certificate and the RTVC will have a record of the chassis/box number, the registration number, the registered keeper and type of refrigeration unit fitted.

A single ATP certificate covering the insulated body and the refrigeration unit is awarded by either of two ways, either as the result of a one off test or as a serially produced design accepted through Type Approval. The ATP certificate expires after six years in which case an “in service “ examination can be carried out, the certificate from which lasts for a further three years. If the certificate is lost prior to the expiry date again a replacement can be obtained from the RTVC as detailed below.

If you have a vehicle that does not have an ATP certificate and no type approvals have been issued on the body or the refrigeration unit then the only option is a one-off test at an approved test station.

6.1 Lost or Amended Certificate

If a certificate is lost or destroyed, then RVTC can issue a replacement. Owners and operators must provide RVTC with written confirmation of their loss; RVTC can then issue a replacement for the appropriate fee. If the owner/operator changes then an amended replacement can be issued.

6.2 Lost Plate

If a plate is lost or destroyed, then a duplicate can be issued by RVTC assuming that the vehicle still has a valid ATP certificate. Plates are not compulsory, but are a convenient way of showing approval.

6.3 In Service Examination and Certificate Renewal

If the vehicle’s certificate has expired, then it can be renewed for a three-year period once it has passed an “in service” examination. Vehicles can be examined either at RVTC, Cambridge or at an owner's site according to the vehicle owner’s needs.

There are two alternative options for vehicles to be examined in the UK and they are at Conway Bailey Transport, Redruth, Cornwall and Sandy Baird Ltd, Kinross, Scotland; the vehicle owners should contact them directly for availability.

To initiate the examination procedure, it is necessary to complete an ATP in-field examination application form GV 238 (at the end of this document) and send this to RVTC with the appropriate fee. Please note that the fee needs to be paid in advance by statute.

If an owner has one vehicle for examination, then it may be most cost effective to send it to RVTC when convenient during an unloaded journey. It should be noted that RVTC have enough space to take one 13.6m semi-trailer at a time, and so far we have always been able to accommodate any demand in spite of this restriction. The original Parliamentary Regulations laid down notice levels of 14 days for examinations; RVTC generally operates within about 2 days.

Equipment constructed from the 2nd January 2012 will be required when their original 6 year certificate expires from 2nd January 2018 onwards; will have to adhere to the time limits below.

Outside Temperature	30	29	28	27	26	25	24	23	22	21	20	19	18	17	15	15	°C
Class C, F	360	350	340	330	320	310	300	290	280	270	260	250	240	230	220	210	min
Class B, E	270	262	253	245	236	228	219	211	202	194	185	177	168	160	151	143	min
Class A, D	180	173	166	159	152	145	138	131	124	117	110	1403	96	89	82	75	min

6.3.1 Hints on Single Compartment Certificate Renewal

Vehicles must be in generally good condition. No daylight must be seen when inside with doors closed. Door seals good; all repairs etc carried out with correct materials. No holes in bodywork. Unit must pull down to Class temperature within 6 hours, after 2018 new rules apply.

Examination procedures are as follows:

1 Place a temperature probe inside the vehicle in such a manner that it does not touch floor, roof or walls.
2 Close all doors and vents and switch on the refrigeration unit, having set its thermostat to -25°C.
3 Record temperatures with time during the pull-down to below -20°C. *(If the time taken for this pull-down exceeds 6 hours, the vehicle has failed this part of the examination, but may be re-graded FRB or FNA.)*
4 Measure external length, height and width. *(Vehicles which have been stretched from 12.6m to 13.4m lengths invalidate their original ATP and therefore must be tested to obtain further certification)*
5 Examine the external bodywork for damage, corrosion and holes. Holes are a failure.
6 Switch on the manual defrost. Check that the defrost works correctly and that the unit terminates defrost and returns to refrigeration.
7 Select a temperature setting with the thermostat between 0°C and +5°C, and check that the refrigeration unit will control at selected temperature.
8 Reset the thermostat to +12°C and carry out a velocity traverse in the evaporator fan air delivery duct. Measure the height and width of the duct and calculate evaporator fan volume.
9 Switch off the refrigeration unit and measure the internal length, height and width.
10 Examine the internal bodywork for damage, corrosion and holes. Holes are a failure.
11 Examine all doors and door seals and ask another person to close the doors on the examiner for a few seconds to check if daylight can be seen through the door seals. Any light is a fail.

The results of the examination are transferred onto the ATP 109 examination report form and passed onto the RVTC office which will issue the ATP certificate if it has passed.

If the vehicle fails, a Failure Form will be issued (GV240), when repairs are carried out another GV 238 must be completed and returned with relevant fee.

6.3.2 Multi Compartment Certificate Renewal

The procedure for retesting a multi compartment vehicle has not yet been agreed and therefore the test procedure for a single compartment is used. The hints in section 6.3.1 above are the same for a multi compartment vehicle.

6.4 In Service Examination and Plate Renewal

Once a replacement certificate has been issued, a replacement plate can be issued at the standard price.

6.5 Thermal Test One-Off Vehicle ATP Certificate

If a vehicle is required for the international transport of perishable products but the insulated design is not type approved, the only option is to have a one-off “K” coefficient thermal test carried out.

The vehicle needs to be transported to an approved test chamber; there it must pass the test criteria relevant to the class of certificate that is required.

6.6 Insulated Vehicle (body) Type Approval

The alternative to one-off testing is type approval of the insulated structure’s design; this is the cost-effective solution for production runs.

The objective of the type approval procedure is to establish a technical statement in ATP terms of a manufacturer’s design. This statement must meet the standards laid down in annex1, appendix 1 of the agreement and satisfy the requirements of the enabling act. In addition, the manufacturer must satisfy RVTC that it has effective quality control standards, to be determined by a factory inspection.

Application form GV235 needs to be completed to start the type approval process. This form must be accompanied by the type approval fee.

What is required is as follows:

A set of drawings covering the ATP type approval design.
An ATP test report, providing results of the K-coefficient measurement.
A nominated refrigeration unit calorimeter test report.
Factory inspection to ensure manufacture to type.
Nominated quality control personnel to sign off form GV237 as the basis of type approval conformity.

ATP Type Approvals last 6 years, and as a general guide, each factory must be inspected once every 6 years at a minimum.

Type Approval Certification is issued after confirmation by DVSA (Driver & Vehicle Standards Agency) on behalf of DFT (Department for Transport) to the Certification Authority (RVTC) that an ATP design type is satisfactory and that vehicle certificates may be issued upon receipt of a completed GV 237.

Flexibility of the type approval is allowed in that if the production body is better than the type approval, for example no side door when the type approval shows one. Also the mean internal surface is also allowed to vary by ± 20% of the area of the type approval body.

Note the insulated body does not need the refrigeration unit to be fitted during the type approval thermal test.

6.7 Refrigeration Machinery Type Approval

Again the alternative to one-off testing is type approval of the refrigeration machinery, which is cost-effective for production runs.

For serially produced refrigeration units that are used in the above vehicle (body) type approval, a refrigeration unit calorimeter test report is required. The purpose of refrigeration machinery testing is to confirm the rating of the machinery such that its heat extraction capability at the class limit temperatures is at least 1.75 times the heat flowing through the insulation at those temperatures.

The following calorimeter tests need to be carried out in an approved test chamber (a test chamber approved by a contracting party and listed on the UNECE website)

Evaporator Airflow

Refrigeration Capacity, minimum of three points between -20°C and +12°C:

Electric standby drive (if fitted);
-20°C air off evaporator +30°C air on condenser
0°C air off evaporator +30°C air on condenser
+12°C air off evaporator +30°C air on condenser

Diesel (high and/or low speed) or truck drive (on the road)
-20°C air off evaporator +30°C air on condenser
0°C air off evaporator +30°C air on condenser
+12°C air off evaporator +30°C air on condenser

A test report from these results is produced for the manufacturer, which is available to test stations and body builders. It should be noted that a minimum of three points is required but if other drive options are available more tests are necessary.

6.7.1 Combined Insulation and Machinery Approval

An option that exists to achieve ATP on an insulated body / refrigeration unit combination to type is available. This is of use for production runs of identical units.

In this case the insulated vehicle is tested for thermal efficiency with the machinery installed in position. Provided the vehicle has an overall thermal performance below 0.4 W/m^2 and the refrigeration system has an over capacity of 1.35 @ -20°C internal / +30°C external, then this combination can be produced to type.

6.8 Multi Compartment Vehicles

Multi compartment vehicles again need a minimum of three points between -20°C and +12°C, however extra options exist of combinations of compartments at temperatures within this temperature range.

A declaration of conformity shall be provided in a supplementary document to the certificate of compliance issued by the competent authority of the country of manufacturer. The document shall be based on information given by the manufacturer. The declaration shall conform to layout given in model 14 of the ATP agreement and shall include at least:

a) A sketch showi8ng the actual compartment configuration and evaporator arrangement
b) Proof by calculation that the multi-compartment equipment meets the requirements of ATP for the users intended degree of freedom with regards to compartment temperatures and compartment dimensions

For more details on the testing of multi compartment machinery please contact RVTC.

7.0 Cambridge “K” Test

For insulated bodies, Cambridge "K" Tests provide accurate heat leakage values and facilitate the selection of appropriate capacity refrigeration units. Design manufacturers and purchasers of insulated/refrigerated equipment can benefit from this test data.

This test is conducted in half the time of a full ATP so cannot fulfil the ATP thermal tolerance requirements. However it does provide meaningful results at around 50% of the cost.

Optionally, a test that starts off as a Cambridge K can be quickly determined as ATP suitable and if required the test may be continued until the thermal tolerances meet ATP requirements. Application for ATP certification can then be made.

It is emphasised that the Cambridge “K" test does not offer certification of refrigerated vehicles to ATP for use on the continent.

8.0 ATP Certification Éire

RVTC is the qualified authority for Éire under the International Carriage of Perishable Foodstuffs Act 1987 and our premises the designated test centre. The certifying Authority is the NSAI (National Safety Authority of Ireland).

Applications for the testing, examination and certification of equipment to be used in the International carriage of perishable foodstuffs should, in the first instance, be addressed to:

The NSAI (National Safety Authority of Ireland)
Glasnevin
Dublin 9
Éire

Tel.: +353 1 807 3800
Fax: +353 1 807 3838

RVTC (Cambridge Refrigeration Technology) is an approved testing station for the purposes of ATP in Éire. Test reports are forwarded to NSAI to arrange for the issue of certificates of compliance or certification plates where the equipment complies with ATP.

9.0 Guidance on the Carriage of Perishables

A booklet published by CRT is available entitled “The Transport of Perishable Foodstuffs” and is available for sale from the CRT library. A preview of this booklet is available on the CRT web site. CRT also offers a subscription service called RTIS that gives full information on cargo care and carriage requirements.

10.0 Price List

It should be noted that the ATP statutory instrument states that all fees and test work are subject to VAT and have to be paid for in advance.

10.1 Certified Copy of Certificate

ITEM	Cost £	VAT %	VAT £	TOTAL £
Replacement Certified Certificate	40.00	20%	8.00	48.00

10.2 Duplicate Certification Plate

ITEM	Cost £	VAT %	VAT £	TOTAL £
Replacement Certification Plate†	10.00	20%	2.00	12.00
Certification Plate Holder†	12.00	20%	2.40	14.40

10.3 In Service Inspection and Replacement Certificate at either RVTC Cambridge, Conway Bailey or Sandy Baird

ITEM	Cost £	VAT %	VAT £	Total £
Inspection of one unit of equipment at the testing station	90.00	20%	18.00	108.00
Certification of a unit of transport equipment which has been tested	60.00	20%	12.00	72.00
Certification Plate†	10.00	20%	2.00	12.00
Class and Expiry Decals† (2)	24.00	20%	4.80	28.80
Total	184.00	20%	36.80	**220.80**

10.4 In Service Inspection and Replacement Certificate at Owner's Site

ITEM	Cost £	VAT %	VAT £	Total £
Inspection of up to three units of equipment together at a place other than the testing station	350.00	20%	70.00	420.00
Certification of a unit of transport equipment which has been tested	60.00	20%	12.00	72.00
Certification Plate†	10.00	20%	2.00	12.00
Additional Vehicle††	80.00	20%	16.00	96.00
Class and Expiry Decals (2) †	24.00	20%	4.80	28.80
Saturday or Sunday inspection/d†	100.00	20%	20.00	120.00
Travelling Expenses	Distance calculated using Microsoft Auto-route program or Google Maps to the destination from Cambridge, quickest route option @ 50p/m. All expenses e.g. hotel prearranged with the customer at cost.			

† Optional

†† Each additional vehicles above 3

10.5 Insulated / Refrigerated Vehicle Type Approval

ITEM	Cost £	VAT %	VAT £	Total £
Testing a unit of transport equipment as a type vehicle and inspecting arrangements for ensuring conformity of production	925.00	20%	185.00	1110.00
Use of test facilities at testing station for testing a unit of transport equipment, per day or part day (2 days) ††	900.00	20%	180.00	1080.00
Type approval certificate for DFT	0	0	0	0
Certification of a unit of transport equipment which has been tested (ATP certificate)	60.00	20%	12.00	72.00
Certification Plate†	10.00	20%	2.00	12.00
Certification Plate holder†	12.00	20%	2.40	14.40
Class and expiry decals (2) †	24.00	20%	4.80	28.80
Total	1931	20%	386.20	**2315.40**

10.6 Refrigeration Machinery Type Approval

Due to the different configurations of refrigeration units please send details and a quotation will be provided.

10.7 Generation of Certificate from non RVTC (no test facilities)

ITEM	Cost £	VAT %	VAT £	Total £
Testing of a unit of transport equipment	165.00	20%	33.00	198.00
Certification of a unit of transport equipment which has been tested (ATP certificate)	60.00	20%	12.00	72.00
Certification Plate†	10.00	20%	2.00	12.00
Class and expiry decals† (2)	24.00	20%	4.80	28.80
Certification Plate holder†	12.00	20%	2.40	14.40
Total	271.00	20%	41.20	**325.20**

10.8 One-Off Vehicle ATP Certificate or 1/100 Batch Test

ITEM	Cost £	VAT %	Vat £	TOTAL £
Testing of a unit of transport equipment	165.00	20%	33.00	198.00
Use of test facilities at testing station for testing a unit of transport equipment, per day or part day (2 days)	900.00	20%	180.00	1080.00
Total (no certificate)	1065.00	20%	213.00	**1278.00**
Certification of a unit of transport equipment which has been tested (ATP certificate)	60.00	20%	12.00	72.00
Total (including certificate)	1125.00	20%	225.00	**1350.00**

† Optional

†† Testing can occur at any approved test station

10.9 Guidance Booklet

The Transport of Perishable Foodstuffs Booklet - £12.00 inclusive of p&p, the costs of the subscription service RTIS depend on proposed numbers using the services please call for a quotation.

11.0 List of United Kingdom ATP Forms

Form	Purpose
ATP101	Thermal Test Report (Models 1A, 2A, 1B, 2B)
ATP109	In Service Examination Report
GV229	ATP Certificate
GV233	Returns Form
GV235	Application for Type Approval or One-off Test
GV236	Type Approval Certificate
GV237	Application for ATP Certificate Against Type Approval
GV238	Application for In Service Inspection
GV240	Failure of ATP test or ATP In Service Examination

11.1 GV238 (U.K. In Service Examination Application Form)

Department for Transport

The International Carriage of Perishable Foodstuffs Act 1976 (ATP)

For Official Use

APPLICATION FOR EXAMINATION AND CERTIFICATION OF A *UNIT/BATCH OF TRANSPORT EQUIPMENT

Please read the notes below carefully before completing this form.

Notes

1) Applications should be made as early as possible and in any case not less than 14 days before testing is required.

2) The current scale of fees is set out on GV 234, copies of which are obtainable from the addresses at 3 below.

3) This application must be forwarded to:

Refrigerated Vehicle Test Centre
c/o Cambridge Refrigeration Technology
140 Newmarket Road
Cambridge, CB5 8HE

accompanied by a cheque for the appropriate fee made payable to Cambridge Refrigeration Technology (CRT). Where applicable travelling and subsistence costs will be payable in advance in addition to the prescribed fee.

4) Where batches of transport equipment are to be presented for inspection, only those units of similar manufacture and design are included in that batch.

5) The owner of the equipment will be required, if requested by the Inspecting Officer, to:

a) Make available for examination those parts of the equipment as required by the Inspecting Officer.
b) Place at the disposal of the Inspecting Officer all necessary documents (plans, test reports, specifications, invoices, details of modifications etc).

A. Application

I, the undersigned, apply for the examination and certification of a *Unit/Batch of Transport Equipment particulars of which are specified below to be authorised for the international carriage of perishable foodstuffs.

1. State the preferred place of examination: ……

……

2. Status of applicant (eg owner, operator): ……

** Delete as appropriate*

Particulars of Transport Units(s)

3.1 Type (eg rigid vehicle, trailer, container etc) ……

3.2 Designated Mark of ATP Classification required (*see Annex 1 paragraphs 1-4 incl and Annex 1, Appendix 4 of the ATP Agreement Cmnd 6441)*

……

3.3 Number of Units to be presented ……

3.4 *Registration No(s)/Dtp Identification No(s) (*if applicable)*……

3.5 Type Approval (*if applicable*) ……

3.6 Manufacturer. ……

3.7 Model No. ……

3.8 Serial No. ……

3.9 Chassis No. (*If applicable)* ……

3.10 Date of Manufacture ……

3.11 Date of Entry into Service ……

3.12 Previous Method of Certification (*If applicable)* ……

3.13 Details of Repairs Since Entry into Service ……

……

3.14 Supporting Documents (eg plans, test reports, specifications, invoices) provided:- ……

……

……

3.15 Details of Thermal Appliance (*If applicable*)

3.15.1 Make ……

3.15.2 Model and serial numbers ……

3.15.3 Date of fitting to body ……

3.15.4 Date of entry into service ……

3.15.5 General description (eg energy source, refrigerant, nominal capacity at class temperature) ……

……

……

……

3.15.6 Details of repairs since entry into service……

……

NB: Where items of transport equipment to be presented are of different design types (i.e. produced under different application nos) details requested in questions 3.1 to 3.15.6 should be supplied on a separate sheet for each design type.

* *Delete as appropriate*

*The fee of £ …… is enclosed. Cheque number

Signature …… Date ……

Name (*Block letters*) ……

Position in Company ……

For and on behalf of: (*Name and Address, including Postcode, of Company*) ……

……

……

Telephone Number: ……

B. Undertaking

I, the undersigned, being the operator of the transport unit of transport equipment described above agree upon receipt of a Certificate of Compliance to:

a) Mark the load compartments with the distinguishing marks as appropriate to the ATP Classification (Annex 1, Appendix 4 of the ATP, Cmnd 6441), and to remove these marks if the equipment ceases to conform to the requirements of the ATP Agreement or is taken out of service permanently.

b) Notify a Certifying Officer of any alteration to the transport equipment which may affect its thermal efficiency.

c) Maintain the equipment so that it continues to conform to the prescribed standard.

I understand that failure to comply with these undertakings may result in invalidation of the Certificate of Compliance and consequent enforcement action.

Signature …… Date ……

Name (*Block letters*) ……

Position in Company ……

For and on behalf of: (*Name and Address, including Postcode, of Company*) ……

……

……

Note:

a) The transfer of a certificate of Compliance.

If an item/items of transport equipment, for which Certificate(s) of Compliance is/are in force, is/are sold to another owner who wants to retain the Certificate(s) the person to whom the Certificate has been issued may submit it to a Certifying Officer with a request that the certificate(s) be amended and transferred accordingly.

b) The surrender of a Certificate of Compliance.

A person to whom a Certificate of Compliance has been issued may surrender it to a Certifying Officer with a written statement by such a person that he wishes to surrender the Certificate; for instance, if the equipment no longer complies with the prescribed standard or is taken out of service.