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Working Party on the Transport of Perishable Foodstuffs

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Item 5 (f) of the provisional agenda

**Status and implementation of the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP):
interpretation of ATP**

Cool down test of the multitemperature and multicompartiment (MTMC) equipment. Annex 1 Appendix 2 paragraph 6.2.1 (iii) of the ATP Agreement

Transmitted by the Government of Finland

Summary

Executive summary:	The purpose of this item of discussion is to clarify the cool down test of the multitemperature and multicompartiment (MTMC) equipment.
Decision to be taken:	To find best practice to be added as a comment to the ATP handbook and later to the ATP Agreement.
Related documents:	Annex 1 Appendix 2 paragraph 6.2.1 (iii) of the ATP Agreement.

Introduction

1. On 6 July 2020 entered into force an amendment to Annex 1 Appendix 2 paragraph 6.2.1 (iii) of ATP. In this new sub-paragraph cool down test of multitemperature and multicompartiment (MTMC) equipment is described.
2. The basic idea of the test is, after positioning the bulkhead(s), if moveable, to cool down all compartments simultaneously to the class temperature. This temperature is -20 °C in most cases and this part of the test is successful if all compartments reach the class temperature within the time limit stated in the table in paragraph 6.2.1 (i).
3. In practice compartments do not cool at the same pace and it is not clear what shall be done to those compartments which first reach the class temperature while others still need to be cooled. It is expected that further cooling of the already cold compartments does have negative effect to the cooling capacity available to the compartments not yet reached the class temperature.

Proposal

4. No proposal is given. Countries which have lot of experience on MTMC equipment might have practical solution and advice to this question.

Justification

5. Clear procedures reduce disputes and costs and support the equal treatment of the customers. Especially if the measured cool down time is close to the limit of approval. Technical details how refrigerating units are operating near the setpoint shall be considered.

Costs

6. No additional costs are foreseen.
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