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Economic Commission for Europe**Inland Transport Committee****Working Party on the Transport of Perishable Foodstuffs****Seventy-seventh session**

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Item 5 (b) of the provisional agenda

**Proposals of amendments to ATP:
new proposals****Proposal to amend Annex 1, Appendix 2, paragraph 7.1 (a)
and Annex 1, Appendix 4
Definition of multi-compartment equipment and
distinguishing marks of multitemp equipment with
unconditioned compartments****Submitted by the Government of Germany***Summary*

- Executive summary:** Clarify the definition of multi-compartment equipment and its marking
- Action to be taken:** Amend Annex 1, Appendix 2, paragraph 7.1 (a) and Annex 1, Appendix 4
- Related documents:** None

Introduction

1. The current definition of multi-compartment equipment seems not to be sufficiently clear. In several discussions, equipment with single-temp refrigeration units and a transversal bulkhead has also been mentioned as multitemp equipment. This was certainly not intended when implementing the definition.
2. Multitemp means that the temperature can be actively controlled in at least 2 compartments of the equipment.
3. Therefore, the definition of multi-compartment equipment in Annex 1, Appendix 2 and the description for marking in Annex 1, Appendix 4 should be modified as proposed.

I. Proposed amendment

4. Amend Annex 1, Appendix 2, paragraph 7.1 (a) as follows:



“(a) Multi-compartment equipment: Equipment with two or more insulated compartments for maintaining a different temperature in each compartment **with a multi-temperature mechanical refrigeration unit;**”

5. Amend Annex 1, Appendix 4 as follows:

“In the case of multi-compartment ~~read~~ equipment 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 **with three or more compartments, even where one or more of these compartments are unconditioned**, 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).”

II. Impact

Cost: No impact.

Environment: No impact.

Feasibility: The proposed amendment can easily be implemented in ATP. A transitional period is not needed.

Enforceability: No problems are expected.
