

# Guide to ATP for Road Hauliers and Manufacturers

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# Guide to ATP for Road Hauliers and Manufacturers

## 1. 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 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, a division of Cambridge Refrigeration Technology, 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](http://www.unece.org/trans/main/wp11/atp.html)

## **2. Effects of ATP for 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, 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, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Italy, Kazakhstan, Latvia, Lithuania, Luxembourg, Monaco, Montenegro, Morocco, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, The former Yugoslav Republic of Macedonia, United Kingdom, United States of America, Uzbekistan.

## **3. Distinguishing Marks**

Trailers approved for ATP require distinguishing marks which indicate the classification (e.g. FRC) and the expiry date.

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 vehicles less than 3.5 tonnes the marks can be half size.

## **4. 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 frozen food.

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

## 5. 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 <sup>2</sup> /°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. 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 CRT can issue a replacement. Owners and operators must provide CRT with written confirmation of their loss; CRT 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 replacement can be issued by CRT 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 Cambridge or at an owner's site according to the Vehicle Owner's needs.

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 CRT 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 CRT when convenient during an unloaded journey. It should be noted that CRT 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; CRT generally operates within about 2 days.

### 6.31 Hints on 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.

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  $-25^{\circ}\text{C}$
- 3 Record temperatures with time during the pull-down to below  $-20^{\circ}\text{C}$ . *(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  $0^{\circ}\text{C}$  and  $+5^{\circ}\text{C}$ , and check that the refrigeration unit will control at selected temperature.
- 8 Reset the thermostat to  $+12^{\circ}\text{C}$  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 CRT office who will issue the ATP certificate if it has passed.

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

## **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, then 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 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 annex.1, appendix. 1. of the agreement and satisfy the requirements of the enabling act. In addition, the manufacturer must satisfy CRT 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 as a minimum.

Type Approval Certification is issued after confirmation by the Competent Authority (DFT) to the Certification Authority (CRT) 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  $\pm 20\%$  of the area of the type approval body.

Note the insulated body does not need the refrigeration unit to be fitted.

## 6.7 Refrigeration Machinery Test

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;

Evaporator Airflow

Refrigeration Capacity, minimum of three points between  $-20^{\circ}\text{C}$  and  $+12^{\circ}\text{C}$ ;

Electric standby drive (if fitted);

$-20^{\circ}\text{C}$ air off evaporator	$+30^{\circ}\text{C}$ air on condenser
$0^{\circ}\text{C}$ air off evaporator	$+30^{\circ}\text{C}$ air on condenser
$+12^{\circ}\text{C}$ air off evaporator	$+30^{\circ}\text{C}$ air on condenser

Diesel (high and/or low speed) or truck drive (on the road)

$-20^{\circ}\text{C}$ air off evaporator	$+30^{\circ}\text{C}$ air on condenser
$0^{\circ}\text{C}$ air off evaporator	$+30^{\circ}\text{C}$ air on condenser
$+12^{\circ}\text{C}$ air off evaporator	$+30^{\circ}\text{C}$ 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.

The costs listed in section 7.6 are divided into small units and large units and reflect the difference in manpower in setting up the tests. They also assume satisfactory operation of the refrigeration machinery. Breakdown and any necessary re-tests are charged in accordance with the Extra Costs detailed at the bottom of section 7.8.

### 6.71 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  $0.4 \text{ W/m}^2$  and the refrigeration system has an over capacity of 1.35 @  $-20^{\circ}\text{C}$  internal /  $+30^{\circ}\text{C}$  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  $-20^{\circ}\text{C}$  and  $+12^{\circ}\text{C}$ , however extra options exist of combinations of compartments at temperatures within this temperature range. Strictly, there is no agreed ATP procedure for testing these vehicles and it may be necessary to test to national standards for, e.g., France. It is hoped that this situation will be resolved in 2008-9.

## **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**

CRT 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

CRT (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 Library. A preview of this booklet is available on the CRT Web Page. CRT also offers a subscription service called RTIS that give full information on cargo care and carriage requirements.

## 10.0 Price List

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

### 10.1 Lost Replacement Certificate

ITEM	Cost £	VAT %	VAT £	TOTAL £
Replacement Certificate	40.00	17.5	7.00	47.00

### 10.2 Plate or Replacement Plate

ITEM	Cost £	VAT %	VAT £	TOTAL £
Replacement Plate	8.50	17.5	1.49	9.99
Plate Holder	10.00	17.5	1.75	11.75
Class and Expiry Decal	12.00	17.5	2.10	14.10
Total				21.74

### 10.3 In Service Inspection and Replacement Certificate at Cambridge

ITEM	Cost £	VAT %	VAT £	Total £
Examination Fee	90.00	17.5	15.75	105.75
Certificate	60.00	17.5	10.50	70.50
Plate	8.50	17.5	1.49	9.99
Class and Expiry Decal Front	12.00	17.5	2.10	14.10
Class and Expiry Decal Side	12.00	17.5	2.10	14.10
Total				214.44

### 10.4 In Service Inspection and Replacement Certificate at Owners Site

ITEM	Cost £	VAT %	VAT £	Total £
Examination Fee *	350	17.5	61.25	411.25
Certificate	60.00	17.5	10.50	70.50
Plate <sup>†</sup>	8.50	17.5	1.49	9.99
Additional vehicle**	90.00	17.5	15.75	105.75
Class and Expiry Decal	12.00	17.5	2.10	14.10
Travelling Expenses	See list			†

Travelling Expenses	Distance calculated using Microsoft Auto-route program to the destination from Cambridge, quickest route option. All expenses hotel prearranged with the customer at cost.
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<sup>†</sup> Optional

\* 1 – 3 vehicles.

\*\* each additional vehicles above 3

### 10.5 Insulated / Refrigerated Vehicle Type Approval

ITEM	Cost £	VAT %	VAT £	Total £
Type approval Fee	925.00	17.5	161.88	1086.88
Test Chamber (2 days) *	900.00	17.5	157.50	1057.50
Type approval certificate for DFT	0	0	0	0
ATP Certificate (1 <sup>st</sup> cert)	60.00	17.5	10.50	70.50
Plate	8.50	17.5	1.49	9.99
Plate Holder	10.00	17.5	1.75	11.75
Class and Expiry Decal	12.00	17.5	2.10	14.10
Total				2250.72

\* Testing can occur at any approved test station

### 10.6 Generation of Certificate from non CRT Test Data

ITEM	Cost £	VAT %	VAT £	Total £
Administration fee	100.00	17.5	17.5	117.50
Certificate	60.00	17.5	10.50	70.50
Plate	8.50	17.5	1.49	9.99
Class and Expiry Decal	12.00	17.5	2.10	14.10
Total				212.09

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

(remove cert. & plate cost)

ITEM	Cost £	VAT %	Vat £	TOTAL £
Test Report Fee ††	165.00	17.5	28.87	193.87
Test Chamber (2 days) *	900.00	17.5	157.50	1057.50
ATP Certificate	60.00	17.5	10.50	70.50
Plate	8.50	17.5	1.49	9.99
Plate Holder	10.00	17.5	1.75	11.75
Class and Expiry Decal	12.00	17.5	2.10	14.10
Total (including test report)	1143.50			1357.71
Total (excluding test report)	978.50			1163.84

†† Only applicable where a test report is required

## **10.8 Guidance Booklet**

The Transport of Perishable Foodstuffs Booklet - £12.00 inclusive of p&p, the subscription service RTIS costs 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 of 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: .....
- .....

NB: If the examination is for an item of equipment, which is refrigerated or mechanically refrigerated, the place of examination must be able to maintain a minimum temperature of 15°C for the duration of the test.

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.