FEDIOL
The EU Oil & Proteinmeal Industry

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FEDIOL CODE OF WORKING PRACTICE FOR BULK ROAD AND TANK CONTAINER TRANSPORT OF FATS AND OILS FOR DIRECT FOOD USE

168, avenue de Tervuren (bte 12) ● B 1150 Bruxelles ● Tel (32) 2 771 53 30 ● Fax (32) 2 771 38 17 ● Email : fediol@fediol.be ● http://www.fediol.be

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1. INTRODUCTION & SCOPE

This code contains the minimum requirements and recommendations for bulk transport in road tankers/ISO containers of edible oils and fats for direct food use

- for the safety and security of the products in transit
- for the occupational health and safety of the driver and other personnel during loading and discharge operations

The practices of this code will be implemented into actual and successful use by latest 1st of July 2008. They rely mainly on relevant EU legislation, codes and literature already published as well as on practices and documentation in use with the major European producers and consumer companies of oils and fats for direct food use.

This Code of Working Practice should be made an integral part of the Contract of Carriage between a Principal and a Carrier for road and ISO container transport of edible oils and fats for direct food use.

2. MINIMUM MANDATORY REQUIREMENTS

1. All transportation must be conducted in accordance with the General Food Law (EC Regulation 178/2002) and the EC Regulation (EC)852/2004 on the Hygiene of Foodstuffs, Chapter 4 of the Annex

2. The Carrier must have an implemented HACCP-system in accordance with (EC)852/2004 and the Codex Alimentarius principles and guidelines

3. The Carrier must have a functioning auditable Quality Management System.

4. All conveyances must be dedicated to the transport of foodstuffs only (as mentioned in the latest FEDIOL List of Foodstuffs as available on the FEDIOL website) and must be clearly and indelibly and irremovably marked as such in relevant languages (e.g. "FOR FOODSTUFFS ONLY" or "NUR FÜR LEBENSMITTEL").

5. The material of construction of the shell of the conveyances must be of stainless steel, a minimum alloy type 304 and all equipment and gaskets must be in good working condition.

6. If nitrogen sparging or blanketing is applied at loading, the Supplier must clearly mark this (e.g. with stickers) on the outside of the dome(s) as a warning for the discharge personnel.

7. On-board heating systems or re-heating must be of the indirect heating type, i.e. external coils only without direct contact with the cargo.

8. All equipment that comes into direct contact with the cargo (such as pumps, valves, hoses, sealings etc.) must be food grade and dedicated to foodstuffs only.

9. Unless otherwise agreed between the Receiver and the Supplier in writing, the compartments, pumps, valves, gaskets and hoses must be cleaned out and dried between loads.

10. The Carrier must ensure that the cleaning is carried out correctly, by checking after cleaning that all compartments, pumps, valves, gaskets and hoses are visually clean, dry and free from odor. The cleaning history must be recorded in the "Log-Book".

11. Unless otherwise agreed between Receiver and Supplier (see also para 2.9 and 2.10), a signed cleaning certificate, including the immediate previous cargo, issued by a cleaning station is required before loading which document must, upon request, immediately be made available to the Principal and/or Supplier and/or Receiver by the Carrier.

12. For all transport equipment, the Carrier must have an auditable tracking & tracing system (so called "Log-Book"). This system must contain historical information of at least 3 previous cargoes for each of the compartments, cleaning history etc., which information must immediately be made available to the Principal and/or Supplier and/or Receiver upon request and must be kept for at least 5 years.

13. Furthermore, the Carrier must be able to indicate the whereabouts of the tank truck or tank container during a journey (tracking). Upon request the Carrier must make this information immediately available to the Principal .

14. The cleaning stations which are used by the Carrier must have an implemented HACCP-system in accordance with the Codex Alimentarius principles and guidelines and must be regularly audited and approved by the Carrier. Audit reports must be made available to the Principal upon request. It is possible to use cleaning stations which are audited by the Principal, but the Carrier remains solely responsible for the performance of the selected cleaning station.

15. The tank cleaning facilities performing specified tank cleaning services for the food industry must have safeguards to preclude the contamination of the food grade cargo tanks and equipment by steam, water, and cleaning solutions used in the cleaning of non-food grade cargo tanks;

16. The Carrier must ensure that the tank car/container is completely sealed with numbered tamper-evident security seals at all times other than cleaning, loading, discharge, maintenance and transport between unloading and cleaning station. These seals must be attached to all accessible outlets, inlets, valves and caps of pumps and hoses. Seal numbers must be recorded and signed for by the Carrier and made available immediately upon request.

17. If any of the seals are missing or broken upon arrival of the tank truck/container at the Supplier or the Receivers premises, the conveyance (or relevant compartment/s) must be rejected for loading or discharge, and in case of possible contact with the product (leading to potential contamination), its cargo(es) must not enter the food chain. The Carrier is fully responsible for all cost and consequences in respect of re-washing (if empty) or downgrading and disposal of the goods for technical use (if loaded) resulting from this situation.

18. If seals are present and are broken or tampered with by enforcement personnel/local authorities, the driver shall reseal and have the resealing officially signed by enforcement personnel/local authorities. This document must be made available by the Carrier to the Principal and/or Supplier and/or Receiver to verify such action. Tank wash facilities, Suppliers and Receivers are also authorized to remove and replace seals, but only if supported by signed documentation.

19. The trucks, tanks, containers used by the Carrier as well as the Carriers premises may be subject at any stage to inspection and test by the Principal and/or Supplier and/or Receiver, which must be in accordance with any legal requirement and/or requirements of this Code. Any inspection, approval and test shall in no way release the Carrier from its warranties, guarantees and indemnities hereunder.

20. The Carrier must furnish the Principal in respect of the Carriers' obligations with all documentation, which the Principal may reasonably request.

21. The Carrier shall not assign or subcontract or otherwise deal with any part of a Carriage without the agreement of the Principal. Any subcontract made by the Carrier must incorporate by reference all the terms of this Code. No subcontract will relieve the Carrier of its responsibilities under this Code.

22. The Carrier will be audited by the Principal or its agents based on the risk analysis. A failure to pass such audit will be seen as a serious breach of this Code and of the Contract of Carriage.

3. GOOD PRACTICES FOR LOADING AND UNLOADING

1. A. Supplier, Receiver and Carrier should take all reasonable measures and precautions to assure that personnel conform to the requirements of Good Hygienic Practices in line with the Codex Alimentarius and HACCP (Hazard Analysis Critical Control Point) systems (e.g. empty or closed pockets, no jewelry, hairnets, etc.).

   B. The loading and unloading areas should be designed and maintained in accordance with these Good Hygienic Practices in order to reduce the potential for contamination of the product, the conveyance or the equipment.

   C. Measures should be taken to prevent the risk of associated Occupational Safety Hazards (i.e. safety harness or equivalent).

2. Cleaning certificates and bills of lading/way bills, should be reviewed and seal identification checked and verified by the Supplier and the Receiver. Any discrepancy should be reported to management immediately.

3. The verification of the records for the 3 previous cargoes should be part of a monitoring program.

4. If one or more of the previous cargoes was not an acceptable material in accordance with para 2.1 and 2.4, the conveyance should be rejected for loading or unloading and appropriate management should be contacted immediately.

5. The presence of off-odors or of any residual material when opening the dome cover should be reported to appropriate management immediately.

6. The interior of the tank should be inspected visually by the loader. It is the responsibility of the Carrier that the interior of the tank is clean and free of moisture, cracks and corrosion, which can harbor contaminants. Internal damage or corrosion, foreign objects, incompatible product residue, mould and moisture are potential causes for rejection.

7. It is recommended that the Suppliers and Receivers use their own pumps and hoses for loading and unloading purposes. If the truck's pumping system is to be used, all hoses and pumps should be visually inspected. If pumps and/or hoses carried on the tractor are to be used, they should be indicated as having been cleaned on the cleaning station certificate.

8. All seals, gaskets, pumps, valves, hoses, and hose tubing should be inspected for cleanliness, integrity, and proper capping. Cracked, corroded, or improperly protected equipment can trap residual material and serve as a source of contamination or create an environment conducive to bacterial growth with the potential for contaminating product coming in contact with the surface.

9. All inspections and findings should be documented appropriately.

10. The cargo should be identified on the bill of lading/waybill by the common or usual name of the oil type. Product information will also assist Carriers and cleaning station personnel to determine proper cleaning procedures, thus preserving the integrity of the cargo tank for food grade service.

4. CLEANING OF TANKS

The mandatory requirements of Chapter 2 are fully applicable.
Following are additional recommendations for good practice.

1. Overall criteria to be applied as appropriate to the media used:
   a. When used alone or as part of another media, the term "hot water" should mean that water (and cleaning agents applied to product contact surfaces) should be appropriate to clean and sanitize internal surfaces;
   b. The term "water" means potable water;
   c. Only certified food grade cleaning compounds should be used in any cleaning media (or combinations thereof); and
   d. At a minimum, the following accessories and components should be removed (and disassembled) from the unit for cleaning: gaskets, external valves, vents, and caps as applicable.
   e. If air-drying is applied, an appropriate filter should be used (1 micron is recommended).

2. It is advisable for cleaning station personnel to do internal visual inspections of the tanker to the final hot water rinse.

3. The cleaning station should (prior to the tank car's return to service) provide following appropriate documentation:
   a. Name, address, phone, and fax numbers of the cleaning facility;
   b. Certification number of the facility;
   c. Date of interior cleaning;
   d. 3 previous cargoes;
   e. Temperature of water applied for cleaning purposes;
   f. Cleaning agents applied;
   g. Seal numbers and where applied;and
   h. Detailed list of what has been cleaned/dried.
   i.

4. All tank cleaning facilities performing specified tank cleaning services for the food industry should allow inspection/audits by the Carrier and/or the Principal or their agents.
   Such inspections/audits should verify that the facility:
   a. Has the equipment and personnel to meet the Good Hygienic Practices (including document preparation and retention);
   b. Has piping (integral to any wash rack mechanism) after a pre-determined filtered control point used to conduct steam, hot and cold water, and cleaning solutions involved in the cleaning of food-grade equipment that is constructed of stainless steel alloys;
   c. Possesses sufficient insurance, or otherwise evidence of financial responsibility, at levels equivalent to those for motor Carriers for public liability, property damage, and environmental restoration;

d. Has a boiler capable of providing hot potable water on a continuous basis for a minimum needed to ensure the tanker is clean;
e. Avoids direct contact of steam with food contact surfaces. If steam injection is used to heat water, only food grade boiler-treatment additives are used;
f. Utilizes appropriate sanitary cleaning equipment designed to ensure that all interior surfaces are cleaned and sanitized; and
g. Where appropriate, has a permanently mounted thermometer capable of monitoring and recording water temperature at the discharge valve.

5. TANK AND ACCESSORIES TECHNICAL RECOMMENDATIONS

A. Tank design and construction

1. Weld finish should be in accordance with the latest version of the SCOPA requirements (as available on the FEDIOL website);
2. All parent metal finish on product contact surfaces should be compliant with SCOPA;
3. The entire tank surface should be clean-bore (no baffles);
4. With the exception of center-discharge (belly drop) tanks**,** all tanks should have a positive drain (minimum 4 inch slope from front to back of tankers).

B. Accessories and Fittings on Tanks

1. All internal accessories should be capable of being disassembled to clean product-contact surfaces.
2. Internal valves should be acceptable as per SCOPA requirements (as available on the FEDIOL website).
3. Design of the clean-out openings should be in accordance with SCOPA requirements (as available on the FEDIOL website).
4. Gaskets should be removable and non-porous.
5. Man-ways, fittings, and connections should be a minimum alloy type 304 SS.

APPENDIX: DEFINITIONS

Must
means: mandatory for all operations

Should
means: strongly advised

Carrier
The party who is physically carrying the goods from origin to destination as per contract of carriage with the Principal. The goods are under the Carrier's custody and responsibility from the moment of receipt at the point of loading until the moment of discharge at the point of destination.

Conveyance
A vehicle or other means of transportation. A conveyance as meant under this Code must be suitable to receive, carry and discharge edible oils and fats in bulk for food use in full compliance with applicable law and the mandatory requirements of this Code

Receiver
The party who physically takes delivery of the consignment of goods from the Carrier's conveyance at the point of destination.

Supplier
The party who provides the goods and is physically loading the consignment of goods into the Carrier's conveyance at the point of loading

Principal
The party who is ordering the carriage of the goods and in that capacity is contracting the terms and conditions of carriage of the goods with the Carrier. Depending on the conditions of carriage (e.g. EXW, CPT, DDU), the Principal can be the Supplier, the Receiver or agents of these parties.

Carriage
The act of taking receipt, carrying and delivering the goods to the final destination

Security seal
A closure attached to access points of a conveyance which must be broken to open it and can thereby reveal tampering

Foodstuffs
Commercial cargoes of products which are listed in the FEDIOL List of Foodstuffs, latest edition.

"Log-Book"
Any kind of Registration System by the Carrier of the activity of the involved transport equipment.