

**FEDIOL Code of Practice for the transport in bulk of oils into or within the European Union**

**(Oils and fats which are to be (or likely to be) used for human consumption)**

Notwithstanding,

- 1) Regulation (EC) 852/2004 on the Hygiene of Foodstuffs set rules for the food dedication of transport of foodstuffs in Chapter IV of Annex II;
- 2) Commission Regulation (EU) No 579/2014 of 28 May 2014, granting a derogation (under certain conditions) from the food dedication of Regulation (EC) 852/2004 as regards the transport of bulk liquid oils and fats by sea and
- 3) Existing FOSFA Regulations,

The EU oils and fats industry strongly feels the need to have a code of practice, based on and summarising the above legal and contractual provisions, whichever are the stricter, for the transport of oils and fats.

This code is divided into three parts:

- A. Transport in bulk by road or rail tanks, tank containers, by barge and in drums;
- B. Transport in bulk by sea in ocean carriers, transshipment vessels and short sea voyage vessels;
- C. Transport in bulk by sea in ISO Tank Containers.

All members of FEDIOL will adopt a Code of Practice most suitable to their individual needs or requirements but which shall not be of a standard lower than the following.

In the context of this code of practice:

- "Foodstuffs" are the products on the FEDIOL List of foodstuffs.
- Intermediate processing involves at least deodorization.

**A. Transport in bulk by road or rail tanks, tank containers, by barge and in drums:**

1. **All** road, rail, barge tanks and tank containers, including their pumps and pipelines, shall be fully dedicated to the transport of foodstuffs and properly cleaned between two cargoes, unless Parties deem cleaning to be unnecessary. **All** such tanks shall be dedicated to the transport of foodstuffs and be indelibly marked with the words "FOR FOODSTUFFS ONLY" in one or more languages of the European Union.

**All** pumps, valves and cargo lines are preferably of stainless steel construction with sufficient drain valves, but copper and its alloys such as brass, bronze or gun metal shall not be used for any parts of the system installation and means of transport that has contact with the oils and fats.

**Heating** coils or other heating systems shall be of stainless steel and shall be checked for leakage before loading. Thermal heating fluids shall not be used in direct heating systems.

2. **All** drums or similar containers shall be reserved exclusively for foodstuffs or shall have been reconditioned to an equivalent new state. All such drums or other bulk packages shall be transported only on vehicles (including trailers) in such a way as to prevent any risk of contamination.
3. **Road** tanks and tank containers shall be of stainless steel.
4. **Rail** and barge tanks may be of mild steel. If these tanks are used for oils and fats intended for direct edible use without intermediate processing, they must be dedicated to the transport of edible oils/fats.

**Coated** tanks on barges are treated in the same way as stainless steel tanks under the condition that the coating is of food grade quality (epoxy or technically equivalent). No closed blisters or loose splits shall be allowed and, if present, be opened to determine whether any cargo residue remained behind. If any residue is found, the tank shall be re-cleaned.

5. **For** the transport of fully refined fats and oils for direct food use, the FEDIOL Code of Working Practice for bulk road and rail transport of fully refined fats and oils for direct food use applies.

**B. Transport in bulk by sea in Ocean carriers, Transshipment vessels and short sea voyage vessels**

1. These ships shall comply with the latest version of the "FOSFA Qualifications and Operational Procedures for ships engaged in the carriage of Oils and Fats in bulk for edible and oleo-chemical use" in force at the date of the Bill of Lading.
2. For oils and fats which are to be processed,
  - a) transported in a stainless steel tank, or tank lined with epoxy resin or technical equivalent, the immediately previous cargo in the ships' tank/s receiving the oils or fats shall have been a foodstuff or a cargo appearing on the List of Acceptable Previous Cargoes in annex to Commission Regulation (EU) No 579/2014 of 28 May 2014 or any successive Regulation/s, in force at the date of the Bill of Lading.
  - b) transported in a tank made of materials other than those referred to in point a), the three previous cargoes shall have been foodstuffs or cargoes appearing on the List of Acceptable Previous Cargoes in annex to Commission Regulation (EU) No 579/2014 of 28 May 2014 or any successive Regulation/s, in force at the date of the Bill of Lading.
  - c) Furthermore the "Restrictions beyond the Immediate Previous Cargo" as mentioned on the FOSFA List of Acceptable Previous Cargoes shall apply and wherever vessels with mild steel tanks are acceptable under the FOSFA Operational Procedures (Transshipment vessels and Short sea voyage vessels), the three previous cargoes shall have been oils and fats for edible and oleo-chemical use and/or molasses.
3. Oils and fats destined for direct edible use without intermediate processing shall be shipped subject to the following conditions:
  - (a) The ship's tank/s shall be of stainless steel or lined with epoxy resin or technical equivalent and
  - (b) The three previous cargoes in the ships' tank/s receiving the oils or fats shall have been foodstuffs.

**C. Transport in bulk by sea by ISO Tank Containers:**

1. Transport by such containers shall comply with the latest version of the "FOSFA Qualifications and Operational Procedures for ISO Tank Containers carrying animal, marine and vegetable oils and fats" in force at the date of the Bill of Lading.
2. ISO tank containers shall be dedicated to the transport of foodstuffs and be indelibly marked with the words "FOR FOODSTUFFS ONLY" in one or more languages of the European Union.

**Documents referred to in or with impact to this Code, in their latest version are available hereunder (click on specific title to open document):**

- 1. FEDIOL List of Foodstuffs**  
<https://www.fediol.eu/data/07COD140%20rev5%20List%20of%20foodstuffs%202019.pdf>
- 2. Practical guide to Previous Cargo(es) restrictions for means of transport and Tank lining as per FEDIOL Code of Practice for the transport in bulk into or within the European Union of oils and fats which are to be (or likely to be) used for human consumption**  
<http://www.fediol.be/data/14COD153%20Practical%20guide.pdf>
- 3. FOSFA Qualifications and Operational Procedures for ships engaged in the carriage of Oils and Fats in bulk for edible and oleo-chemical use**  
[https://www.fediol.eu/data/1534950154\\_Qualifications-and-Operational-Procedures.pdf](https://www.fediol.eu/data/1534950154_Qualifications-and-Operational-Procedures.pdf)
- 4. EU-List of Acceptable Previous Cargoes in annexes to Commission Regulation (EU) 579/2014 of 28 May 2014 & Commission Regulation (EU) 2016/238 of 19 February 2016**  
[http://www.fediol.be/data/List%20of%20acceptable%20previous%20cargoes%20of%20Reg%20579\\_2014.pdf](http://www.fediol.be/data/List%20of%20acceptable%20previous%20cargoes%20of%20Reg%20579_2014.pdf)
- 5. FOSFA List of Acceptable Previous Cargoes**  
[https://www.fediol.eu/data/1534950154\\_FOSFA-List-of-Acceptable-Previous-Cargoes-July-2017.pdf](https://www.fediol.eu/data/1534950154_FOSFA-List-of-Acceptable-Previous-Cargoes-July-2017.pdf)
- 6. FEDIOL Code of Working Practice for bulk road and rail transport of fully refined fats and oils for direct food use**  
[http://www.fediol.eu/data/fediol\\_07COD138\\_2012.pdf](http://www.fediol.eu/data/fediol_07COD138_2012.pdf)