GMP+ Feed Safety Assurance scheme

BA

Minimum Requirements for Road Transport

14

GMP+ BA14

EN

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Feed for Food

History of the document

Revision no. / Date of approval	Amendment	Concerns	Final implementation date
0.0 / 09-2010	Transfer of the document from PDV to GMP+ International and some restructuring. Requirements for a ISO 9001:2008 certified control organization	Entire document Annex E	01-01-2011 01-01-2011
0.1 / 09-2011	Introduction has been updated. References to legislation are updated. IDTF application form is updated.	1.1/1.2 Annex A Annex E Annex C	01-01-2012 01-01-2012
After introduction of the new transport database (IDTF) this document will be revised. The GMP+ participants will be informed via a newsletter. In the new IDTF, products will be classified based on cleaning regimes. The loading categories are no longer applicable.			

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1 Introduction

1.1 General

The GMP+ Feed Safety Assurance Scheme (GMP+ FSA scheme) was initiated and developed in 1992 by the Dutch feed industry in response to various more or less serious incidents involving contamination in feed materials. Although it started as a national scheme, it has developed to become an international scheme that is managed by GMP+ International in collaboration with various international stakeholders.

The GMP+ FSA scheme is a complete scheme for the assurance of feed safety in all the links of the feed chain. Demonstrable assurance of feed safety is a 'license to sell' in many countries and markets and participation in the GMP+ FSA scheme can facilitate this excellently.

The basic principle of the GMP+ FSA scheme is that the feed chain is part of the food production chain. Proper quality assurance of feed safety throughout the feed chain has a high priority. It is important that companies take their responsibilities in this respect by responding in a proper and convincing way to the need for safe feed materials in the food production chain.

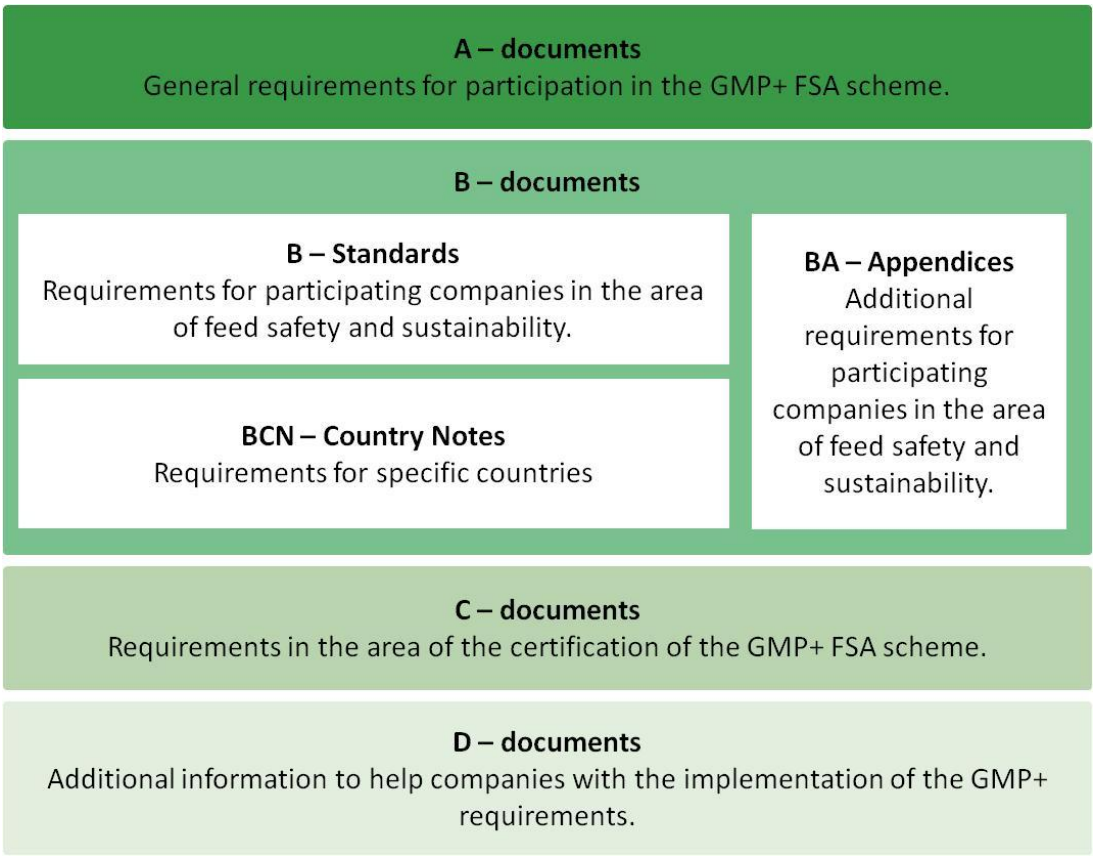
Based on needs in practice, multiple components have been integrated into the GMP+ FSA scheme, such as requirements for the quality management system (ISO 9001), HACCP, product standards, traceability, monitoring, prerequisites programmes, chain approach and the Early Warning System.

Together with the GMP+ partners, GMP+ International transparently sets clear requirements so that feed safety is guaranteed and certification bodies are able to carry out GMP+ certification independently.

GMP+ International supports the GMP+ participants with useful and practical information by way of its various databases, newsletters, Q&A lists and seminars.

1.2 Structure of the GMP+ Feed Safety Assurance scheme

The documents within the GMP+ FSA scheme are subdivided into a number of series. The next page shows a schematic representation of the contents of the GMP+ FSA scheme:



All these documents are available via the website of GMP+ International (www.gmpplus.org).

This document is referred to as GMP+ BA14 *Minimum Requirements for Road Transport* and is part of the GMP+ FSA scheme.

2 Preface

Requirements are set in various GMP+ standards for the transportation of feeds. The aim of these standards is to control the risks of cross-contamination of animal feeds. Loading sequence and cleaning and disinfection are major control measures for preventing cross-contamination. This appendix sets further requirements for this cleaning, disinfection and loading sequence in the road transport of animal feeds.

The control measures with respect to transport sequence, cleaning and disinfection are the result of a generic risk assessment for the transport of animal feeds. These control measures are an implementation of the HACCP principles for the transportation of animal feeds.

3 Minimum requirements

3.1 Loading sequence

Prior to the acceptance of a transport commission, the participant should determine the loading category of the new cargo. The loading categories of the previous loads should also be determined before loading.

Four main categories of prior loads are distinguished in annex A:
LR1. Very high-risk materials
LR2. Microbiologically contaminated material
LR3. Materials constituting a physical and/or chemical risk
LR4. Neutral materials

A cleaning and disinfection regime has been established for each loading category. Annex A contains the instructions relating to loading sequence and the cleaning and disinfection regimes. The participant in GMP+ B4.1 *Road Transport* should follow these instructions for loading sequence, cleaning and disinfection.

Use should be made for the classification of products into loading categories of the categories in the International Database Transport for Feed. The participant uses the categories to determine the loading category for a product. This is done initially on the basis of the specific name of a product (generic name, not the brand name) or on the basis of the name of a product group. Products which do not appear in one of the loading categories LR2, LR3 or LR4 are prohibited as loads for means of transport in which animal feeds are also carried.

The following basic principles apply:

a. Before every animal feed transport there must be a visual check that the loading compartment is clean which means that it is completely empty and free of remains and odours from previous load and is dry.
b. Loads in category LR1 are prohibited for vehicles which transport animal feeds. The carrier must be able to show that in the past no prohibited loads from loading category LR1 were transported.
c. After the transportation of products in loading category LR2 there should always be cleaning and disinfection before the first load of animal feeds.
d. After the transportation of products in loading category LR3 there should always be wet cleaning before the first transport of animal feeds
e. After a prohibited load animal feeds may no longer be transported. Only after a release of the means of transport by an independent loading compartment inspector may animal feeds be transported again in the loading compartment in question (see the procedure in Annex E).
f. Companies carrying out this transportation using bulk tankers should wet clean these tankers at least once per quarter unless it can be demonstrated that there are no remains present in the bulk tanker.

The list of loads classified into loading categories may change over time. Annex C includes a procedure for the categorisation of products that have not yet been (sufficiently) assessed and for the revision of categorisation of products. Annex D con-

tains a supplementary procedure for residue sampling and determination in loading compartments with respect to an application for load classification.

Annex E sets out a procedure for the acceptance of loading areas after the transportation of prohibited loads.

3.2 Cleaning and disinfection regime

Four basic principles can be distinguished with respect to cleaning and disinfection. The minimum necessary cleaning regime is established on the basis of the product into a loading category. If the loading compartment is not clean after the cleaning in question then additional cleaning should take place (see Annex A).

The four basis principles for cleaning are:
A. Dry cleaning
B. Cleaning with water
C. Cleaning with water and a cleansing agent
D. Disinfection immediately or after one of the previous cleaning regimes (A,B or C).

Re. A). Cleaning regime A (dry cleaning)

Application:
In the case of transport of dry 'neutral' substances only, dry cleaning may be sufficient and beneficial both practically and microbiologically.

The general cleaning regime is as follows:
a. clean the means of transport by extraction, blowing out or sweeping
b. manual cleaning of places which are difficult to reach
c. if there are still remains after dry cleaning then use additional wet cleaning.

EXPLANATION:
In dry cleaning the preference is for suction because there is then no spreading of dust or dirt.

Re. B) Cleaning regime B (cleaning with water)
Application:
Cleaning with water is necessary after transport of, for instance, damp or sticky substances or possibly harmful chemicals.

The general cleaning regime is as follows:
remove residue from the previous load as much and as dry as possible
a. pre-rinse with cold water, or warm if necessary, and difficult places.
b. manual cleaning
c. high-pressure cleaning with water
d. dry through ventilation or hot air dryer.

EXPLANATION:
With open vehicles it is best to use a high-pressure cleaner with a flat nozzle with at least 25 bar pressure or higher. If chemicals need to be removed, (e.g. chemical fertilisers) warm water should be used at a temperature of at least 60°C, to dissolve the chemicals more easily. Places that are difficult to reach should if necessary be cleaned separately with additional means such as brushes. It is important that the water can be drained

Re. C) Cleaning regime C (Cleaning with water and cleansing agent)
Application:
In case of load containing protein or grease, it is necessary to use a cleansing agent.

The general cleaning regime is as follows:
a. remove residue from the previous load as much and as dry as possible
b. pre-rinse with hot water (max. 60 °C) and clean difficult places by hand.
c. foam or gel with a cleaning agent for tippers open wagons or flush with CIP cleaning agent at 80 °C in the event of tank cleaning
d. rinse with water at approx. 60°C
e. if necessary dry through ventilation or hot air dryer.

EXPLANATION:
A raised water temperature is required to remove fats more easily. This may however not be higher than 60 degrees Celsius to prevent the protein from co-agulating and thereby sticking to surfaces. To facilitate the removal of protein and greases it is advisable to use a medium to strong alkaline cleansing agent, using the dosage prescribed by the manufacturer.
In open systems it is best to use a foaming degreasing agent. In the case of tank cleaning with spray balls, no foaming agents may be used. It is then better to use a so-called Cleaning in Place (CIP) agent at a high temperature. In specific cases, such as the removal of calcareous substances, an acid cleansing agent is preferable.

Re. D). Cleaning regime D (Cleaning with water and cleansing agent and disinfection)

Application:
Disinfection is only necessary if preceding loads are microbiologically unacceptable (detectable signs of decay), or if it is known that they carry micro-organisms that cause disease, such as Salmonella.

The general cleaning regime is as follows:

a. cleaning in accordance with cleaning regime A, B or C
b. disinfection with a legally-permitted disinfectant (approved for the foodstuff industry) at a dosage indicated in the instructions for use.
c. If necessary wet rinsing
d. if necessary dry through ventilation or hot air dryer.

EXPLANATION:
Another form of disinfection (e.g. dry) may only be applied if its effectiveness has been established.

A distinction can be made between disinfectants tested for bactericidal and fungicidal effect and those tested for bactericidal, fungicidal and virucidal effect. The latter may only be used in the livestock sector. For animal feed transport vehicles, use of a disinfectant approved for the food industry is the only other alternative.

Use of a combined cleansing and disinfecting agent containing active chlorine is only possible on smooth surfaces that are easy to clean, such as stainless steel.

In all other cases it is better to clean first and then disinfect, in which case, for the disinfection of open vehicles disinfectants containing active chlorine are advised. In some cases it is not advisable to use an agent containing chlorine, such as for materials which corrode easily or after an acid cleansing due to the forming of toxic chlorine gases. In this case quaternary ammonium compounds may be used, except for tank cleaning with spray balls due to foam forming. Their advantage is that the adhere better and therefore work longer. The disadvantage is that they are more difficult to remove.

For closed tankers, the use of acetic acid can be considered. Its advantage is that it activated less by residues than active chlorine is. The penetrating odour and the harm it does to rubber are a disadvantage. Disinfectants must be given at least five minutes to take effect.

The food industry prescribes rinsing after disinfecting. In order to avoid the risk of residues, it is advisable to apply this to transport vehicles as well, unless it can be demonstrated that residues do not constitute a risk. In some cases, removing the disinfectant can lead to the development of surviving bacteria if the surface remains wet for too long.

After cleaning loads containing animal proteins, a check may be carried out for residues of components of animal origin in animal feeds according to the microscopic screening methods laid down in Directive 98/88/EG.

Other additional checks will be carried out to assess the effectiveness of the cleaning and/or disinfection method used. In order to assess the cleaning, ATP (Adenosine Tri Phosphate) measurements can be used. ATP is present in all animal and vegetable cells and can thus be used as an indicator for the extent of biological contamination left on surfaces. The ATP measurement itself is very easy and can yield a result within minutes. The application of ATP is not useful in most cases of transport of chemicals. In order to verify the effectiveness of a particular disinfection technique in use, agar stamps can be used, which can determine the numbers of surviving micro-organisms. This technique takes a day to produce results, which means that any necessary adjustments to the disinfection process can only be made afterwards. This technique provides results only after a period of one day so that any required modification of the disinfection process can only take place later.

More advanced methods may be used for checking on chemical residues and pesticides such as HPLC and Mass Spectrometry (MS).

ANNEX A: INSTRUCTIONS FOR TRANSPORT SEQUENCE, CLEANING AND DISINFECTION

Instructions for transport sequence, cleaning and disinfection				
	Previous load		**Following load**	
Loading category	Description of the loading category	State of the bulk loading compartment	Animal feed products	Animal feed products for laying poultry
LR 1	Very high-risk materials (prohibited load)	n/a	Not allowed	
LR 1 (E)	"(Products containing) certain animal products in accordance with Regulation (EC) no. 999/2001"	n/a	Not allowed Requirements for the release of transport means for the transport of animal feed are set in (EC) 999/2001 and by the competent authority.	
LR 2	Microbiologically contaminated materials (for example Salmonella) or perceivable signs of decay (for example abnormal odours)	After unloading	A+D	
		Residue after dry cleaning	B+D	
		(Odour) residue after cleaning with water	C+D	
LR 2 (Vdo)	Feed materials of animal origin (which do not belong to loading category 1(E))	Residue after dry cleaning	B+D R&O in accordance with applicable legislation (EU 142/2011, Annex VIII, chapter I)	
		(Odeur)residue after cleaning with water	C+D R&O in accordance with applicable legislation (EU 142/2011, Annex VIII, chapter I)	
LR 3	Material constituting a physical and/or chemical risk	after unloading	B	
		(Odour) residue after cleaning with water	C	
LR 4	Neutral material	after unloading	A	
		Residue after dry cleaning	B	
		(Odour) residue after cleaning with water	C	
LR 4 (E)	"(Products containing) certain animal products in accordance with Regulation (EC) no. 999/2001" [a]	after unloading	A	
		Residue after dry cleaning	B	
		(Odour) residue after cleaning with water	C	
LR 4 (T)	Compound feeds and premixes with nicarbazine and medicated feeds with sulphaagents	after unloading	A	A[b]
		Residue after dry cleaning	B	B[b]
		Residue after cleaning with water	C	C[b]

LR: Loading category road transport
A. Dry cleaning
B. Cleaning with water
C. Cleaning with water and a cleansing agent
D. Disinfection after one of the previous cleaning regimes (A, B or C)
E: (Processed) animal proteins
Vdo: Feed materials of animal origin
T : Compound feeds and premixes with nicarbazine or sulphas

By "(Products containing) certain animal products in accordance with Regulation (EC) no. 999/2001" is meant:

- Processed animal proteins(as defined in Reg.(EC) no. 142/2011 Annex I)
- blood products,
- hydrolysed proteins,
- dicalcium phosphate and tricalcium phosphate (of animal origin),
- gelatine from ruminants,
- feeds which contain these animal products (these products fall under LR4(E) if the subsequent load is demonstrably intended for pet foods)

This does not include (if designated as processed category 3 material):

a. milk and products on the basis of milk and colostrum,
b. colostrum
c. eggs and egg products,
d. hydrolysed proteins from parts of non-ruminants or from skins of ruminants . The hydrolysed proteins must be produced in an establishment or plant which has been approved in accordance with Reg. (EC) no. 1069/2009, using a method that at least meets the standards referred to in Reg. (EC) nr. 142/2011, Annex X, Section 5, sub D. (Hydrolysed protein derived from ruminants' skins shall have a molecular weight below 10,000-Dalton),
e. gelatine from non-ruminants and
f. collagen.

Definition of processed animal proteins:" according to Reg.(EC) no. 142/2011 Annex I:

~~Animal proteins that were derived fully from category 3 material and that were processed in accordance with Appendix V, Chapter II in order to make these suitable as direct feed material or to be used otherwise in feed, including pet food, or in biological fertilisers or soil improvers.~~

Animal protein derived entirely from Category 3 material, which have been treated in accordance with Section 1 of Chapter II of Annex X (including blood meal and fishmeal) so as to render them suitable for direct use as feed material or for any other use in feedingstuffs, including petfood, or for use in organic fertilisers or soil improvers; however, it does not include blood products, milk, milk-based products, milk-derived products, colostrum, colostrum products, centrifuge or separator sludge, gelatine, hydrolysed proteins and dicalcium phosphate, eggs and egg-products, including eggshells, tricalcium phosphate and collagen.

[b] The specified cleaning instructions only apply when the manufacturer can show that the end feed remains under the total carry-over norms (factory carry-over including the carry-over during transport). For the carry-over of nircarbazine/sulpha's during transport 0.03% may be assumed if use is made of a bulk tanker where the compartments are pressurised during unloading. If a company is unable to show that the end feed remains under the total carry-over norms then a very penetrating and strict cleaning procedure should be used. It must be demonstrated with very clear documentation in what manner the carry-over is controlled (for example by way of flush batches).

ANNEX B: LOADING CATEGORY CLASSIFICATION OF SUBSTANCES/ MATERIALS

The loading classification applies as specified in the International Database Transport for Feed. The list can be consulted via www.gmpplus.org

ANNEX C: PROCEDURE FOR THE (RE)CLASSIFICATION OF PRODUCTS IN TRANSPORT LOADING CATEGORIES

Products and materials which are **not** included in one of the loading categories 2,3 or 4 in the database are prohibited as loads for loading compartments which are used for feeds.

A GMP+-certified company which wishes to classify or reclassify a product in one of the loading categories 2, 3 or 4, should submit a request to the GMP+ International
The company should make use of the application form at the end of this annex.
The procedure will take three months. If for some reason the decision-making is going to take longer then the applicant will be informed of this in good time.

a. The basic principles of the IDTF (International Database Transport for Feed) and the GMP+ International with respect to decision making as a result of the request will be based on the following parameters to be supplied by the applicant company:
    1. the applicant is a GMP+ certified company
    2. the company specifies the desired cleaning regime
    3. the company specifies the current cleaning method in the event of reclassification
    4. the company specifies the usual type of transport means for which the loading category is being applied for
    5. the company specifies the risk of residual values or constituent parts of the product in question after the cleaning method used by the company (supporting material)

b. The company draws up the application form (see annex) as specified above with, among other things, the following:
    1. the product composition (if possible accompanied by a product sheet / safety information sheet [MSDS] with the complete chemical analysis including impurities and contamination)
    2. the findings and analysis results of the residue sampling carried out after cleaning.
    3. a sample of the product in question (c. 500 gr.)
       The sample may be sent to
       GMP+ International (ICRT)
       Stadhoudersplantsoen 12
       2517 JL Den Haag
       The Netherlands

The company should make use of the application form and send it directly to by using the mail address transport@gmpplus.org

c. The GMP+ International will inform the company in English of the classification advice from the IDTF following reception of the complete dossier.
    1. If the GMP+ International considers the dossier not to be complete then the company will receive notice of this within 14 days (by E-mail, fax or letter)

2. If the IDTF on the basis of its expertise is unable to give a classification advice on the basis of the dossier then the company may follow the procedure described in 4
3. If a classification advice is given then see item 5.

d. If the IDTF on the basis of its expertise is unable to provide a classification advice on the basis of the dossier then the company may at its own expense request an expert institute to provide an advisory report with supporting arguments (based on a risk assessment) in which there is an indication of into which cleaning regime the product in question may be classified.

e. The expert institute should assess the safety risks for the product for feeds (incl. feed materials and other feeds) which will be transported after the product in question and after cleaning in accordance with the prescribed method of cleaning in the same loading compartment.

   This includes both the safety risks for animals which consume the subsequently transported feed and for consumers of the products from the animals in question.

f. In the provision of advice relating to the classification into a loading category the expert institute should also take account of the cleaning and disinfection regulations in Annex A and the regulations on the Basic Principles for Cleaning and Disinfection (laid down in § 4.9.4 of the GMP+ B4.1 *Road Transport*.

g. The advisory report of the expert institute should be sent to the GMP+ International for the attention of the IDTF (transport@gmpplus.org). The GMP+ International will inform the company on receipt of the advisory report of whether the classification advice of the IDTF will be followed. The GMP+ International retains the right to make use of the knowledge arising from the expert advice for the accumulation of expertise in its institutes but guarantees the confidentiality of the advice of the experts.

Application form IDTF

PART 1 : Applicant	
Name company	
Contact person	
Address	
Telephone	
Fax	
Email	
PDV / GMP Registration nr.	
Application authorised by	
Date of application	

PART 2 : Product				
Product				
Trade mark				
Cas number				
Einecs number				
ADR-class				
EURAL code				
Chemical description				
Shape	☐	Solid	☐	Powder
			☐	Granulate
			☐	Other : ……..
	☐	Liquid		
	☐	Other : …….		
Solubility	☐	Soluble in water		
	☐	Fat solubility		
	☐	Other : …….		
Purity of product				
Application	☐	Food		
	☐	Feed		
	☐	Other : …….		

PART 3 : Transport		
Transport	☐	Dump truck (= Kipwagen / Camion benne)
	☐	Tank truck (= Tankwagen / Camion citerne)
	☐	Other : ……..
Transport under con-trolled temperature	☐	Yes : ……
	☐	No

PART 4 : Desired Cleaning Regime		
Proposition	☐	Dry cleaning
	☐	Cleaning with water
	☐	Cleaning with water and detergent
	☐	Disinfection

Motivation	

Added :

- ☐ MSDS
- ☐ Technical datasheet
- ☐ Analysis Report
- ☐ Sample
- ☐ Other : ……

PART member IDTF		
Cleaning regime	☐	A = Dry Cleaning
	☐	B = Cleaning with water
	☐	C = Cleaning with water and detergent
	☐	D = Disinfection
Date of application		
Date application send to IDTF		
Proposition name IDTF (English)		
Proposition name IDTF (French)		
Proposition name IDTF (Dutch)		
Proposition name IDTF (German)		

ANNEX D: RESIDUE SAMPLING AND DETERMINATION IN CARGO SPACES FOLLOWING TRANSPORTATION OF PRODUCTS FOR WHICH A (RE)CLASSIFICATION INTO LOADING CATEGORIES HAS BEEN REQUESTED (ROAD TRANSPORT)

Under the procedure for (re)classification of products in loading categories for transport, inspection agencies may be invited by GMP-certified transport companies to carry out the necessary work with respect to the taking of sample material for determining residual contamination or its absence.

The work relating to these samples will be carried out by an ISO 17020 or EN 45011 accredited certification/inspection body where the inspection of the cargo space is part of the accredited activities..

The transport company requesting the residue sampling should comply with the following additional conditions:

a. Together with the application for inspection of the empty and cleaned cargo space the applicant transport company will provide a guarantee that the cargo space is included in the quality system for recognition under the “Animal Feed Transport Certificate”;
b. the applicant transport company provides, with the application for sampling of the cargo space, a list of the 10 previous loads carried in the cargo space prior to the inspection (This list will be signed and dated by the Quality Manager of the transport company);
c. the applicant transport company provides, with the application for inspection of the cargo space, a list of the cleaning and disinfection carried out after the 5 loads carried in the cargo space prior to the inspection;
d. the applicant transport company declares that it is willing to issue further information on the nature and characteristics of the loads carried prior to the inspection.

The inspecting company will, after the sampling has been carried out, issue a sample report informing the Quality Manager of the transport company that, on the basis of a visual inspection at the time of the sampling of the cargo space (at a date and time) that the cargo space has been found to be suitable for the transport of animal feeds subject to further examination with respect to residue contamination taking into consideration that which is determined in the rules for transport within the framework of standard GMP+ B4.1*Road Transport*.

The sampling is carried out on the basis of a random collection of load residues. Use is made of existing techniques (print plates, swabs, wall wash samples (sterile wipes or sponges)). In addition account should be taken during the random selection of the locations to be sampled of the critical contact points in a loading compartment:

a. openings and feed-through points
b. construction roughness/connections
c. distinguish between low and high contact points
d. covering material/clips/lid/hinge points/reinforcements.

A cargo residue sample will be collected by the inspection company at a minimum of 8 different contact points. Each cargo residue sample is given a reference which re-

fers to the contact point which was sampled and this information is also recorded in the sampling report.

The residue samples are package in the right way by the inspection company, provided with an identification seal and made available to the company. The packaging and the identification seal are recorded in the sampling report.

Representatives of the carriers of Agribulk will be invited to make an inventory of potential available inspection companies.

The transport company will send the residue samples – together with a sample of the original product – for analysis /determination to an ISO 17025 accredited laboratory, or an animal feed laboratory accredited by means of the GMP's internal inspection system for the determinations in question, with a request to determine whether there are residues present and, if so, in what concentrations.

ANNEX E: Procedure for acceptance of loading compartments after transport of forbidden loads

For the release of a loading compartment a carrier may choose from two possibilities after the transport of a prohibited load:

a. Release by a control organisation or certification/inspection body
The following steps must be taken in the following order to obtain access to a loading compartment after the transport of a prohibited load (LR1)[*)].

1. Cleaning specific to the nature of the prohibited load shall be carried out using a cleansing agent diluted in accordance with a protocol previously detailed by the company.
2. Assessment of the loading compartment - at the expense of the company - before loading with feed and after the above cleaning by an independent control organisation or certification/ inspection body with a certified or accredited status with respect to loading compartment inspections.

The release must be done by a loading inspector who meets one or more of the following requirements:

- He or she is employed by a certification/inspection body which is accredited in accordance with ISO 17020 (with a specialisation in animal feeds /grains or liquid agribulk) and/or accredited in accordance with EN 45011 (where the inspection of loading compartments is part of the accredited scope).
- He or she is employed by a organisation operating in accordance with a recognised certification system such as ISO 9001:2008 or an equivalent, where the inspection of loading compartments is demonstrable mentioned as a part of the certified scope.

The controlling body will use a log book to find out which previous loads have been transported and which cleaning and disinfections have been carried out. The loading area of the vehicle is then visually checked for any residue, especially in places that are difficult to clean.

3. Issuing by the loading inspector of a declaration (at the inspection address) that must indicate whether the means of transport of the loading compartment can be used for the transport of feeds.
4. Depending on the previous loads and the results of the visual inspection, further hygiene tests can be carried out using ATP measurements or agar stamps, at the company's expense, and this will be assessed by the loading inspector. Another possibility is the analysis of the flushing water (for more information see item 2).

b. Release by a loading inspector from a GMP+-certified participant

The following steps must be taken in the following order to obtain access to a loading compartment after the transport of a prohibited load (LR1)[*)].

1. After the transport of a prohibited load, the company should carry 5 neutral loads (from LR3 or LR4 in as far as no feeds are involved) in the means of transport in question before it may be released for feed;

2. Cleaning shall be carried out using a cleansing agent diluted with water, or cleaning with water and cleansing agent, and/or disinfection, according to the nature of the prohibited load, according to a protocol previously developed by the company. The company should demonstrate the carrying out of the cleaning and/or disinfection by way of a European Cleaning Document (ECD) or a comparable cleaning certificate from the cleansing station.

3. Assessment of the loading compartment before loading with feed and after the cleaning and disinfection referred to above by an (own) loading inspector from the GMP+ B1, GMP+ B2, GMP+ B2(2010), GMP+ B3(2006), GMP+ B3(2007)or GMP+ B5 certified company which will load the next GMP+ load into the loading compartment. The feed company is not permitted to release its own means of transport in this way.

4. The loading inspector referred to above will use a log book to find out which previous loads have been transported and which cleaning and disinfections have been carried out. The loading area of the vehicle is then visually checked for any residue, especially in places that are difficult to clean.

5. Issuing by the loading inspector of a declaration (at the GMP+-certified loading address) that must indicate whether the means of transport or the loading compartment can be released for the transport of feeds.

A (company) loading inspector is:

a loading inspector employed by a GMP+-certified participant (GMP+ B1, GMP+ B2, GMP+ B2(2010), GMP+ B3(2006), GMP+ B3(2007)or GMP+ B5). This is a position in the quality system which is held by an employee who on the basis of training and experience has the knowledge and expertise to be able to inspect the loading compartment for its suitability for loading with feeds, or

Depending on the previous loads and the results of the visual inspection, further hygiene tests can be carried out using ATP measurements or agar stamps, at the company's expense, and this will be assessed by the loading inspector. Another possibility is an analysis of the latest flushing water (at the expense of the company).

*) **After transport of the following products is only release procedure by a control organisation or certification/inspection body applicable:**

a. Loads in LR1 (E): (Products containing) processed animal proteins These loading compartments must be released by the competent authority in accordance with the requirements of Reg. (EG) 999/2001.
b. For subsequent LR1 loads, release is only allowed by a loading inspector from a certification /inspection body and/or control organisation (as described in point 1b:
   1. Category 1, 2 and unprocessed Category 3 material - Reg. (EG) 1069/2009
   2. Gas oil
   3. Lubricating oil
   4. Mineral clay that has been used for detoxification
   5. Radioactive material
   6. Domestic waste and all fractions derived from this
   7. Untreated food remains
   8. Sewage sludge

The release procedure is as shown in the following diagram: