

GMP+ Feed Safety Assurance scheme

Minimum Requirements for Road Transport

GMP+ BA14

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BA

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1 Introduction

1.1 General

The GMP+ Feed Safety Assurance scheme (GMP+ FSA) has been developed since 1992. It was managed from 1992 up until 2009 by the Product Board Animal Feed, The Hague, The Netherlands. Since 2010, this scheme is managed by GMP+ International.

It is a scheme for assuring feed safety in all the links in the feed chain. It is also an international scheme, applicable worldwide.

The establishment and development of the scheme was primarily the result of demand from the subsequent links in the animal production chain for better control of feed safety. Another contributory factor was the damage caused by more and less serious contamination incidents.

In the initial phase the demand arose for better differentiation in an increasingly saturated European sales market for animal products. Since 1999, feed & food safety has been a top issue internationally both politically and commercially, because of serious incidents in the feed sector. Because of this, demonstrable assurance of feed safety has become a sales prerequisite.

The basic principle of the GMP+ FSA scheme is that the feed chain is part of the whole animal production chain. Proper assurance of feed safety worldwide is a high priority. Companies must live up to their responsibilities and respond properly and convincingly to the needs of animal production. The GMP+ Feed Safety Assurance scheme is an aid to realise this.

1.2 Structure of the GMP+ Feed Safety Assurance scheme

The documents within the GMP+ FSA scheme are subdivided into a number of series. A description follows of these:

A
General (framework) documents

These documents contain the requirements for participation in the certification scheme for companies and certification bodies (framework regulation, the use of logo's, etc.). This series also includes a general list of definitions and abbreviations.

B
Normative documents.

These documents contain the international standards and additional country notes for use by companies with respect to the various feed products and production phases including cultivation and industrial production, treatment and processing, collection, trade, means of transport, storage and transshipment.

These documents are divided in several subgroups, with a code and a name

Document	Code	Name
⇒ Standard	GMP+ Bxx	
⇒ Appendix	GMP+ BAxx	e.g. GMP+ BA14 <i>Minimum Requirements for Road Transport</i>
⇒ Country Note	GMP+ BCNxx	

C
Certification requirements

These documents contain the Rules of Certification including those for the approval of certification bodies and auditors, the frequency of audits, minimum audit time, assessment criteria, checklists, etc. There is also an explanation of how the supervision by certification bodies is implemented and of how GMP+ International supervises the certification process.

D
Interpretations and accompanying texts

In addition to the above-mentioned standard documents, there are also supporting documents in the D series including a list of frequently-asked questions, manuals and guidelines with additional information.

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

The document in the present case is referred to as appendix GMP+ BA14 *Minimum Requirements for Road Transport* and is part of the GMP+ FSA scheme. It has a structure of its own.

GMP+ Appendices (GMP+ BAxx), to which there are also references, are separate GMP+ documents within the B segment of the GMP+ FSA Scheme. If there is a reference to such an GMP+ BAxx-appendix, then it applies within the framework of this standard. GMP+ BAxx-appendices are indicated as such.

Next to this, also reference to a number of other appendices may be made. These appendices are in that case only part of this document, and are attached to it. To indicate them, only the word 'appendix' is used.

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 coagulating 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 they 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 is 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" ¹	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 (EC 1774/2002)	
		(Odeur)residue after cleaning with water	C+D R&O in accordance with applicable legislation (EC 1774/2002)	
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 pre-mixes with nicarbazine and medicated feeds with sulphagents	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 pre-mixes with

nicarbazine or sulphas

¹ 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. 1774/2002),
- blood products,
- hydrolysed proteins,
- dicalcium phosphate and tricalcium phosphate (of animal origin),
- gelatin 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 (Hydrolysed protein shall have a molecular weight below 10,000 Dalton),*
- e. gelatin from non-ruminants and*
- f. collagen.*

Definition of processed animal proteins:" according to Reg.(EC) no. 1774/2002:

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.

^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. a sample of the product in question (c. 500 gr.)
 3. the findings and analysis results of the residue sampling carried out after cleaning.

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 re-

quest 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 Registration nr.	

PART 2 : Product	
Product	
Trade mark	
Cas number	
Einecs number	
ADR-class	
Chemical description	
Shape	<input type="checkbox"/> Solid <input type="checkbox"/> Powder <input type="checkbox"/> Granulate <input type="checkbox"/> Other :
	<input type="checkbox"/> Liquid <input type="checkbox"/> Other :
Solubility	<input type="checkbox"/> Soluble in water <input type="checkbox"/> Fat solubility <input type="checkbox"/> Other :
Purity of product	
Application	<input type="checkbox"/> Food <input type="checkbox"/> Feed <input type="checkbox"/> Other :

PART 3 : Transport	
Transport	<input type="checkbox"/> Dump truck (= Kipwagen / Camion benne) <input type="checkbox"/> Tank truck (= Tankwagen / Camion citerne) <input type="checkbox"/> Other :
Transport under covered temperature	<input type="checkbox"/> Yes : <input type="checkbox"/> No

PART 4 : Desired Cleaning Regime	
Proposition	<input type="checkbox"/> Dry cleaning <input type="checkbox"/> Cleaning with water <input type="checkbox"/> Cleaning with water and detergent <input type="checkbox"/> Disinfection
Motivation	

Added :

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

PART member IDTF		
Classification product	<input type="checkbox"/>	LR 1 = Forbidden product
	<input type="checkbox"/>	LR 2 = Product with microbiological risk
	<input type="checkbox"/>	LR 3 = Product with physical risk
	<input type="checkbox"/>	LR 3 = Product met chemical risk
	<input type="checkbox"/>	LR 4 = Neutral product
Cleaning regime	<input type="checkbox"/>	A = Dry Cleaning
	<input type="checkbox"/>	B = Cleaning with water
	<input type="checkbox"/>	C = Cleaning with water and detergent
	<input type="checkbox"/>	D = Disinfection
Date of application		
Date of assessment		
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⁾.

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 control organisation operating in accordance with a recognised certification system such as ISO 9001:2000 or an equivalent in which there is demonstrable compliance with the inspection/test requirements of ISO 17020 or EN45011.

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⁾.

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).

***) The following loads are excluded from release via the procedure described above:**

- 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) 1774/2002
 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:

