

*GMP+ Feed Safety Assurance scheme*

## **Hygiene protocol for the cleaning and disinfection for the transportation of feed**

### **GMP+ D4.5**

**D**

**4.5**

**NL**

© GMP+ International B.V.

All rights reserved. The information in this publication may be consulted on the screen, downloaded and printed as long as this is done for your own, non-commercial use. For other desired uses, prior written permission should be obtained from GMP+ International B.V.

Stadhoudersplantsoen 12  
2517 JL The Hague  
The Netherlands

Tel: +31 (0)70 370 86 70  
Fax: +31 (0)70 370 86 71

[info@gmplus.org](mailto:info@gmplus.org)  
[www.gmplus.org](http://www.gmplus.org)

## TABLE OF CONTENTS

<b>1</b>	<b>INTRODUCTION</b>	<b>3</b>
1.1	GENERAL	3
1.2	STRUCTURE OF THE GMP+ FEED SAFETY ASSURANCE SCHEME	3
<b>2</b>	<b>SUMMARY</b>	<b>5</b>
<b>3</b>	<b>WHO DRAWS UP THE PROTOCOL AND WHO GIVES THE APPROVAL</b>	<b>6</b>
<b>4</b>	<b>WHAT MUST BE INCLUDED IN A HYGIENE PROTOCOL</b>	<b>6</b>
<b>5</b>	<b>WHEN MUST THE HYGIENE PROTOCOL BE USED?</b>	<b>6</b>
<b>6</b>	<b>TO WHICH MEANS OF TRANSPORT DOES THE HYGIENE PROTOCOL APPLY</b>	<b>7</b>
<b>7</b>	<b>CLEANING AND DISINFECTION MEASURES FOR THE TRANSPORT OF FEEDS</b>	<b>8</b>
7.1	LOGBOOK FOR THE MEANS OF TRANSPORT:	8
7.2	CLEANING AND DISINFECTION MEASURES	8
	<b>TABLE 1: SUPPLY TO THE FEED PRODUCTION LOCATION</b>	<b>10</b>
	<b>TABLE 2: FEEDS PRODUCTION PROCESS</b>	<b>12</b>
	<b>TABLE 3: TRANSPORT OF FEED TO LIVESTOCK FARM</b>	<b>12</b>
	<b>TABLE 4: OTHER MEASURES DURING THE DELIVERY OF FEED TO A LIVESTOCK FARM</b>	<b>14</b>
<b>8</b>	<b>WITH WHAT REQUIREMENTS MUST THE WASH POINTS COMPLY</b>	<b>15</b>
8.1	REQUIREMENTS FOR CLEANING AND DISINFECTION POINTS FOR MEANS OF TRANSPORT OF FEED PRODUCTS	15
8.2	REQUIREMENTS FOR HYGIENE AND USE	16
8.3	SUPERVISION	17
<b>9</b>	<b>(PROVISIONAL) REGISTRATION OF WASH POINTS</b>	<b>19</b>

# 1 Introduction

## 1.1 General

The GMP+ Feed Safety Assurance scheme (GMP+ FSA) has been developing since 1992. This scheme was been administered from 1992 up until 2009 by the Product Board Animal Feed and, with effect from 2010, this will be administered by GMP+ International.

The GMP+ Feed Safety Assurance scheme (GMP+ FSA) is a complete scheme for assuring feed safety in all the links in the feed chain. It is also a scheme which can be used internationally.

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

In the initial phase the demand arose for better differentiation in an increasingly saturated European sales market for animal products. Since 1999, 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+ Feed Safety Assurance scheme (GMP+ FSA) is that the feed chain is part of the animal production column. Proper quality assurance of feed safety worldwide has a high priority. Companies must live up to their responsibilities and respond properly and convincingly to the needs of food production. The GMP+ Feed Safety Assurance scheme (GMP+ FSA) is an aid to the realisation of this.

## 1.2 Structure of the GMP+ Feed Safety Assurance scheme

The documents within the GMP+ Feed Safety Assurance scheme (GMP+ FSA) are subdivided into a number of series. A diagram 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.

**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 normative documents, there are also supporting documents in the D series including a list of frequently-asked questions, manuals and guidance with additional information.

**Document**

**Code**  
GMP+ Dx.x

**Name**

e.g. GMP+ D4.5 Hygiene protocol for the cleaning and disinfection for the transportation of feed

All these documents are available through the website of GMP+ International ([www.gmpplus.org](http://www.gmpplus.org)) .

This document is designated as the standard GMP+ D4.5 *Hygiene protocol for the cleaning and disinfection for the the transportation of feeds* and is part of the GMP+ FSA schema. It is not a norm document but research carried out in collaboration with the Product Board Animal Feed. Use is made in this document of the original text of the report. The information in this research can be used to give a better implementation of the GMP+ FSA norms.

## 2 Summary

In the policy protocol for various highly infectious animal diseases (foot-and-mouth disease, classical swine fever and avian influenza) it is stated that hygiene protocols must be developed by the businesses involved for application depending on the (combating) phase in which the highly infectious animal disease is. The Avian Influenza Protocol literally states:

Quote: "This policy protocol regularly speaks of (hygiene) protocols. This means that, for example, the cleaning of means of transport or a visit to a company must take place in accordance with an established protocol. The sector is itself responsible for the development of protocols which can be used by the whole sector. These protocols must be presented to the food and consumer product safety authority for approval. In the event of approval, then the Ministry of Agriculture, Nature and Food Quality will put the protocols on the Internet with the date of the approval. Protocols drawn up for an outbreak are a draft and will be formalised in the event of an actual outbreak. The actual situation during an outbreak may lead to protocols being modified at the last moment. The updating of the protocols is a responsibility of the sector.

In a changing situation or after a certain period of time (for example 2 years) the protocols will have to be presented again to the food and consumer product safety authority for approval".

End of quote.

### **3 Who draws up the protocol and who gives the approval**

Contrary to what is stated in the above quotation which indicates that a hygiene protocol has to be able to be used by a whole sector and that there must be approval from the food and consumer product safety authority (VWA) after which the ministry of agriculture, nature and food quality will publish the protocols, it was decided in consultation to publish the protocols via the food and consumer product safety authority Internet along with the approval date.

In this case the protocol was drawn up by the Product Board Animal Feed in close collaboration with Nevedi and the transport organisations TLN and KNV.

### **4 What must be included in a hygiene protocol**

A protocol must comprise a number of sections:

- When can the protocol be used and by whom can it be used.
- What is the cleaning and disinfection of the means of transport like.
- What are the requirements for the wash points and how is the correct cleaning & disinfection guaranteed.

### **5 When must the hygiene protocol be used?**

During the talks with the ministry of agriculture, nature and food quality and the food and consumer product safety authority it became clear that the protocols must be used in the event of an outbreak within the EU in which a protected and/or supervision area (respectively 3 and 10 km zone) crosses the Dutch border. This also applies of course if there is an outbreak within the Netherlands. In this latter situation we can distinguish 6 phases (as specified in the ministry of agriculture, nature and food quality Crisis Decision-Making Manual).

The 6 phases to be distinguished in this context are (in the event of the suspicion of or an outbreak of a highly infectious animal disease):

- a. Normal phase
- b. Attention phase
- c. Suspicion phase
- d. Crisis phase
- e. Phase of extraordinary circumstances
- f. Decline phase

There is an indication in the various policy protocols for highly infectious animal diseases of when a particular phase takes effect. As an example the descriptions of the various phases as these apply for Avian Influenza (AI) are shown below:

## Quote

### a. Normal phase:

1. No animal disease present in the Netherlands or other countries
2. Outbreak of animal disease outside the EU, not a relevant trading partner.

### b. Attention phase:

3. Outbreak of animal disease at a relevant trading partner or within the EU, protection and/or supervision area does not cross border
4. Outbreak of animal disease within the EU; protection and/or supervision area does cross border
5. Discovery of animal disease in a wild bird in a country adjoining the Netherlands, or found in another Member State which is in the same migration route as the Netherlands.

### c. Suspicion phase:

6. Serious suspicion but without an outbreak of animal disease in the Netherlands

### d. Crisis phase:

7. First outbreak of animal disease in the Netherlands (whether or not arising from a serious suspicion)
8. New outbreaks of animal disease in the Netherlands:
  - Serious suspicion in addition to an outbreak of animal disease
  - New outbreak within an existing protection and/or supervision area
  - More new outbreaks within the existing protection and/or supervision area
  - New outbreak outside the existing protection and/or supervision zone, within the compartment
  - Multiple new outbreaks outside the existing protection and/or supervision zone, within the compartment
  - One or a number of new outbreaks located outside the compartment in which the source of contamination is located
9. Outbreak of animal disease in a zoo
10. Discovery of animal diseases in wild birds in own country.

### e. Phase of extraordinary circumstances:

11. Explosive increase in new outbreaks outside the compartment with the (first) contaminated source in the Netherlands

### f. Decline phase

#### End of quote

The hygiene protocol to be used in the event of a animal disease crisis will in any event be applicable in the above phases 4, 6, 7, 8 and 11 for the cleaning and disinfection of means of transport which transport feeds. The protocol can be made mandatory in phase 3. It is strongly advisable to apply the hygiene protocol in phases 2, 5 and 9.

## 6 To which means of transport does the hygiene protocol apply

This protocol which is to be used in the event of an animal disease crisis is only applicable to carriers and means of transport which carry feeds from or to a location where animals are kept. The following definition applies:

*Means of transport:* vehicle in the meaning of the Vehicle Regulation including multiple vehicles within the meaning of the Vehicle Regulation as well as containers and semi-trailers.

*Wash point*: registered wash point for the cleaning of feed means of transport and complying with the requirements specified in chapter 7.

## **7 Cleaning and disinfection measures for the transport of feeds**

### **7.1 Logbook for the means of transport:**

During the crisis phase the driver of the feed transport (bulk and bagged goods) will maintain a logbook of the means of transport (vehicle + semi-trailer). This logbook must be available for at least the last 72 hours counting from the last journey and then kept at the company to which the transport unit or the container belongs throughout the whole incident.

This can be done manually or digitally. The following details are known for each transport and are available within one hour (in the case of an on-board computer):

1. name of the driver, registration number of the wagon and any trailer or container
2. name, address and location where loading took place
3. name, address and location (delivery address) of the companies visited
4. date and time of the delivery
5. place, date, time and method of cleaning and disinfection of the means of transport in accordance with the measures specified in section 6.2 of this hygiene protocol and also the disinfectant used
6. the quantity and type of goods carried.

If mandatory cleaning has taken place then this should be specified in the logbook and a declaration completed.

### **7.2 Cleaning and disinfection measures**

1. Driver of the means of transport
  - The driver will wear clean, easily cleaned working clothing during the company visit. Eating, drinking and smoking are prohibited during loading and unloading.
  - The driver will not enter the buildings but must move only in the immediate vicinity of the vehicle and will leave the livestock farm immediately after the delivery of the feed.
  - When leaving the wagon the driver will wear clean plastic overshoes and gloves. Overshoes and gloves which have been worn will be removed and disinfected before the driver enters the cab. These overshoes, etc., will be left behind at the livestock farm as well as used bags.
  - In the event of a second unloading at the same company (without leaving the company) the overshoes and gloves worn should be changed again.
2. Means of transport
  - The feed transport wagon (including the cab) should be regularly cleaned at the compound feed company. The critical parts will be cleaned and disinfected daily at the start of work. A note of this will then be made.
  - The critical parts of the transport (bulk) vehicle (tyres, wheel guards and filling/unloading hose) will be cleaned and disinfected when entering and leaving a livestock farm. This can be done manually (for example with a high-pressure spray) or using automatic equipment. Cleaning and disinfection should be done in sequence. Disinfection is no use if the critical parts are not cleaned.

- At the end of the day the cab mat must be cleaned and disinfected. This should also happen when the means of transport leaves a protection and supervision area and when the cleaning and disinfection takes place at a registered wash point.

### 3. Wash point

- Use may be made of a list of effective disinfect agents unless specified otherwise by the ministry of agriculture, nature and food quality.
- The owner can provisionally register the wash point with the Product Board Animal Feed with the intention of making this available during incidents. See Chapter 8 for this.

The following tables show when, where and how the means of transport should be cleaned and disinfected.

- Table 1 shows the cleaning and disinfection measures during the supply of feeds to compound feed factories.
- Table 2 shows the cleaning and disinfection measures during the production process.
- Table 3 shows the cleaning and disinfection measures for the transport of feed to the livestock farm.
- Table 4 summarises the other cleaning and disinfection measures in the various phases of combating animal disease during the transport of feed to the livestock farm.

**Table 1: Supply to the feed production location**

Phase	Normal phase	Attention phase	Suspicion phase	Crisis phase			
Transport movement ▼				Free compartment	Contaminated compartment	Protected/Supervised area	Evacuation area
By ship/train	No measures	No measures	No measures	No measures	No measures	No measures	No measures
By truck	No measures	Disinfect tyres of wagons from countries with contamination on entering the factory premises	Disinfect tyres on entering factory site	Disinfect tyres on entering factory site	Disinfect tyres on entering factory site	Disinfect tyres on entering factory site	Disinfect tyres on entering factory site
						Supply not permitted by vehicles coming from the protection and supervision area	Supply not permitted by vehicles coming from the evacuation area
Roughage from an agricultural company	No measures	No measures	No measures	Direct, 1 to 1 and in accordance with the compartmentalisation regulation	Direct, 1 to 1 and in accordance with the compartmentalisation regulation	Not permitted	Not permitted
Roughage / raw material from an industrial company	No measures	No measures	No measures	No measures	No measures	Direct, one-for-one	Direct, one-for-one
Non local traffic at the production location	Authorised	Authorised	Not permitted	Not permitted	Not permitted	Not permitted	Not permitted



**Table 2: Feeds production process**

<i>Phase</i>	<i>Normal phase</i>	<i>Attention phase</i>	<i>Suspicion phase</i>	<i>Crisis phase</i>			
				Free compartment	Contaminated compartment	Protected/Supervised area	Evacuation area
	No measures	No measures	No measures	No measures	No measures	No measures	No measures

**Table 3: Transport of feed to livestock farm**

Phase	Normal phase	Attention phase	Suspicion phase	Crisis phase			
Transport movement ▼				Free compartment	Contaminated compartment	Protected/Supervised area	Evacuation area
On driving into factory terrain	No measures	Disinfect tyres	Disinfect tyres	Disinfect tyres	Disinfect tyres	Disinfect tyres and wheel guards	Disinfect tyres and wheel guards
Filling bulk wagon	No measures	No measures	No measures	No measures	No measures	No measures	No measures
On the way to delivery addresses	No measures	No measures	No measures	In accordance with the compartmentalisation regulation	Direct, 1 to 1 and in accordance with the compartmentalisation regulation	Direct, 1 to 1 and in accordance with the compartmentalisation regulation	Direct, 1 to 1 and in accordance with the compartmentalisation regulation
On driving into farm	No measures	Disinfect tyres	Disinfect tyres	Disinfect tyres	Disinfect tyres and wheel guards	Disinfect tyres and wheel guards	Disinfect tyres and wheel guards

Phase	Normal phase	Attention phase	Suspicion phase	Crisis phase			
Transport movement ▼				Free compartment	Contaminated compartment	Protected/Supervised area	Evacuation area
On leaving farm	No measures	Disinfect tyres	Disinfect tyres	Disinfect tyres	Disinfect tyres and wheel guards	Disinfect tyres and wheel guards	Disinfect tyres and wheel guards
Way back to production location	No measures	No measures	No measures	In accordance with the compartmentalisation regulation	Direct, 1 to 1 and in accordance with the compartmentalisation regulation	Cleaning and disinfection at a registered wash point in accordance with this hygiene protocol before leaving the protection and supervision area. Direct, 1 to 1 and in accordance with the compartmentalisation regulation	Cleaning and disinfection at a registered wash point in accordance with this hygiene protocol before leaving the protection and supervision area. Direct, 1 to 1 and in accordance with the compartmentalisation regulation
Logistics	No measures	No measures	No measures	In accordance with the compartmentalisation regulation	An exception to the above is possible as long as between every delivery cleaning and disinfection takes place in accordance with this hygiene protocol within the compartment (or at the production location)	An exception to the above is possible as long as between every delivery cleaning and disinfection takes place in accordance with this hygiene protocol within the protection and supervision area (or at the production location)	An exception to the above is possible as long as between every delivery cleaning and disinfection takes place in accordance with this hygiene protocol within the evacuation area (or at the production location)

**Table 4: Other measures during the delivery of feed to a livestock farm**

Phase	Normal phase	Attention phase	Suspicion phase	Crisis phase			
				Free compartment	Contaminated compartment	Protected/Supervised area	Evacuation area
Unloading hose	No measures	Silo-own or disinfection	Silo-own or disinfection	Silo-own or disinfection	Silo-own or disinfection	Silo-own or disinfection	Silo-own or disinfection
Dust bags <sup>1</sup>	Silo-own or to be used once	Silo-own or to be used once	Silo-own or to be used once	Silo-own or to be used once	Silo-own or to be used once	Silo-own or to be used once	Silo-own or to be used once
Personal protection equipment <sup>1</sup>	No measures	No measures	No measures	Plastic overshoes, plastic outer jacket/overall and plastic gloves	Plastic overshoes, plastic outer jacket/overall and plastic gloves	Plastic overshoes, plastic outer jacket/overall and plastic gloves	Plastic overshoes, plastic outer jacket/overall and plastic gloves
Entry into building by driver	Not permitted	Not permitted	Not permitted	Not permitted	Not permitted	Not permitted	Not permitted
Returned feed	No measures	No measures	No measures	Do not take or pick up return feed	Do not take or pick up return feed	Do not take or pick up return feed	Do not take or pick up return feed
General cargo	Do not deliver in areas where there are animals	Do not deliver in areas where there are animals	Do not deliver in areas where there are animals	Do not deliver in areas where there are animals	Deliver outside the farm (public road)	Deliver outside the farm (public road)	Deliver outside the farm (public road)
Pallets, etc.	No measures	Return if cleaned and disinfected	Return if cleaned and disinfected	Return if cleaned and disinfected	No return	No return	No return
Truck-mounted forklift and other equipment	No measures	Disinfect when replacing on the wagon	Disinfect when replacing on the wagon	Disinfect when replacing on the wagon	Not permitted on the farm	Not permitted on the farm	Not permitted on the farm

1. These materials should be left behind in containers for that purpose.

## 8 With what requirements must the wash points comply

Registered wash points where cleaning and disinfection can take place of means of transport which transport feeds should be made use of when leaving a protection and supervision area and the following requirements must be met.

Note: Were possible the wash point should be mobile.

The following definition applies:

*Cleaning and disinfection point for means of transport:* complete equipment and facilities required for the cleaning and disinfection of means of transport.

### 8.1 Requirements for cleaning and disinfection points for means of transport of feed products

- a. The wash point is easily accessible for means of transport via hardened roads.
- b. The wash point is set up in such a way that proper and efficient cleaning and disinfection of means of transport is uninterrupted under normal climatic conditions with sufficient capacity in relation to the activities at the company and irrespective of the type of means of transport. If due to bad frost the above can not be guaranteed then the wash point will remain out of use.
- c. The floor of the wash point will consist of a material which is impervious to water or is of non-porous material so that all the water used can flow via the wash point outlet to the receptacles for this purpose so that the wash point is clean and hygienic at all times.
- d. If more than one vehicle is cleaned and disinfected simultaneously then the wash point will have separation facilities which can be cleaned and disinfected so that the means of transport can be cleaned and disinfected separately and can not contaminate one another.

The distance between the partitions and the means of transport will be such that there is sufficient space to clean and disinfect the outside of the means of transport without hindrance.

- e. The lighting will comply with the requirements for comparable workplaces and will be at least of such a level that effective cleaning and disinfection is not hindered and a thorough check on the cleaning and disinfection can take place.
- f. On or in the direct vicinity of the wash point there will be a frost-free area for the storage of cleaning and disinfection agents.
- g. At the wash point there will be a covered area in which users and visitors to the wash point can change into protective clothing and boots provided by the owner of the wash point in sufficient quantities and where they can wash their hands using hot water and soap.

- h.** The wash point will be provided with cleaning equipment so that proper cleaning is possible. The cleaning equipment will in any event comply with the following requirements:
  - 1. in the event of the simultaneous use of all the hoses for cleaning and disinfection there will be sufficient cold water at a pressure which guarantees proper cleaning and disinfection
  - 2. the pressure of at least one hose will be recordable per wash point. A minimum pressure of 100 bar must be applied.
- i.** The water quality is such that good cleaning and disinfection is possible.
- j.** There will be sufficient cleaning and disinfection agents available at the wash point.
- k.** The wash point will be fitted with proper disinfection equipment so that disinfection is possible in accordance with this regulation and where disinfection agent can be applied to the cleaned surface by way of spraying or in some other way.
- l.** The spray of the disinfection equipment can be turned on and off.
- m.** There are facilities at the wash point to hang up the hoses after use.
- n.** The wash point will be provided with waterproof information and instruction boards of sufficient size which cover the safety aspects and use of the cleaning and disinfection agents.

## **8.2 Requirements for hygiene and use**

- a.** The wash point will always be functional and hygienic during opening times. Dirt or spray residues will be removed from the wash point immediately after the cleaning of the vehicle. All measures relating to the cleaning and disinfection of feed transports can be carried out at this wash point in accordance with item 2 of section 6.2.
- b.** If the hygiene of the wash point requires it or in any event at the end of the working day, the wash point and the cleaning and disinfection facilities themselves will be cleaned and disinfected.
- c.** If multiple means of transport are cleaned and disinfected simultaneously then they will be separated by the partitioning facilities available so that no contamination takes place between the means of transport during cleaning and disinfection.
- d.** Cleaned and disinfected means of transport will be positioned such that they can not be contaminated again at the wash point.
- e.** The partitions will be cleaned and disinfected after use.
- f.** The cleaning and disinfection agents will be stored in a frost-free area.
- h.** If means of transport leave the terrain where the wash point is located then the wheels

and wheel guards will be cleaned and disinfected on leaving the terrain unless the cleaned and disinfected means of transport will no longer be driving over parts of the terrain on which other means of transport will be driving which have not yet been cleaned and disinfected.

### **8.3 Supervision**

The C&D declaration will be drawn up after cleaning and disinfection of the means of transport has taken place and this will state that there is compliance with the measures in this protocol. A note of this will be made in the records of the wash point.

**EXAMPLE OF THE MINIMUM REQUIREMENTS FOR A C&D DECLARATION WHICH MAY BE USED (Appendix to logbook)**

**C&D Declaration**

Cleaning and disinfection has taken place in accordance with § 6.2 (incl. the cleaning of the cab mats) of the Hygiene Protocol for the Cleaning and Disinfection of Means of Transport for the Transportation of Feed.

Name of carrier:.....

Name of driver

Name of location:.....

Registration number of traction unit/truck/trailer:.....

This means of transport including trailer complies with the hygiene protocol for the cleaning and disinfection of means of transport for the transportation of feed.

.....

Date

Time

Wash point signature

.....

Wash point stamp

.....

Driver signature

## **9 (Provisional) registration of wash points**

Wash points which are suitable for the implementation of this hygiene protocol can provisionally register with the Product Board Animal Feed. At the moment when this protocol goes into operation, the provisionally registered wash points will be approached (in the suspicion phase there will be a round of alerts via E-mail) with the request for final registration. It is up to the owner of the wash point to do this per incident. The wash point will be eligible for final registration once compliance with the requirements has been demonstrably shown. Random checks will be carried on on this by the food and consumer product safety authority.

The list of fully registered wash points will be placed on the Product Board Animal Feed website so that carriers can be aware of them. A link to this list will be published on the sites of the government and other involved organisations.

A form follows for the registration of the wash points.

## Wash Point Registration Form under the C&D Hygiene Protocol

Wash point owner's name:

Wash point address:

Postal code/place

Tel.:

Mail address:

wishes provisional registration for the implementation of the hygiene protocol for the cleaning and disinfection of means of transport for the transportation of feed.

The wash point complies with the requirements set in this hygiene protocol and, in the event of final registration, agrees to checks by the Food and Consumer Product Safety Authority.

Date:

Signature: