



## **GMP+ Certification Scheme for the Feed Sector 2006**

### **Questions and Answers GMP Transport Feed Sector**

The GMP+ Regulation for the Animal Feed Sector 2003 has been revised and has been replaced by the GMP+ Certification Scheme for the Animal Feed Sector 2006 (GMP+ 2006). This change has meant a major modification.

In this question and answer list the following documentation is referred to:

**GMP B4.1: GMP+ Certification Scheme for the Animal Feed Sector 2006 Road Transport Feeds** of 6 June 2006;

**Appendix 14: GMP+ Certification Scheme for the Animal Feed Sector 2006 Road Transport Minimum Requirements** of 5 July 2007

You can find these documents on the Product Board website in ["Kwaliteit/GMP+ certificatieschema 2006/Inhoud GMP+ certificatieschema"](#).

## Table of contents

<b>1. INTRODUCTION TO THE GMP+ SYSTEM 2006 .....</b>	<b>4</b>
<b>2. SCOPE GMP B4.1 ROAD TRANSPORT ANIMAL FEEDS AND APPENDIX 14.....</b>	<b>5</b>
2.1 What is the scope of GMP+ B4.1? .....	5
2.2 Is there an exception for 'packaged' transport and what is meant by this? .....	6
2.3 What is meant by 'sealed' containers? .....	7
2.4 Can affreightment offices be certified for GMP+ B4.1? .....	8
<b>3. CERTIFICATION .....</b>	<b>9</b>
3.1 Who needs a GMP+ B4.1 certificate? .....	9
3.2 Must the transport from 'farm' to 'farm' also be GMP+ certified? .....	10
3.3 How does the certification process work? .....	11
3.4 Which certification bodies are approved? .....	12
3.5 What are the certification requirements? .....	13
<b>4. INTERCHANGEABILITY WITH OTHER QUALITY ASSURANCE SYSTEMS .....</b>	<b>14</b>
4.1 Which systems are approved by GMP+? .....	14
4.2 Which systems accept GMP+ B4.1? .....	15
<b>5. REQUIREMENTS FOR THE HIRING OF EXTERNAL TRACTORS AND LOADING COMPARTMENTS.....</b>	<b>16</b>
5.1 What requirements apply for the use of 'external' tractors and loading compartments? .	16
5.2 Which instructions apply for the use of external tractors (without loading compartments), the so-called 'tractionairs'? .....	17
<b>6. LIST OF PREVIOUS LOADS AND THE ROAD TRANSPORT LOADS DATABASE.....</b>	<b>18</b>
6.1 What is the procedure with respect to the classification of loads? .....	18
6.2 How does the Road Transport Loads Database work? .....	19
6.3 What is the classification of feeds (vegetable, animal, mineral origin)? .....	20
6.4 What is the classification of (products with) processed animal proteins? .....	21
6.5 What should be done with loads which are not classified? .....	22
<b>7. CLEANING REGIMES.....</b>	<b>23</b>
7.1 Which cleaning regime applies between the transport of (vegetable and mineral) feed materials? .....	23
7.2 When should a cleaning regime be applied? .....	24
7.3 Which cleaning regime applies if a loading compartment is not clean after the 1st cleaning? .....	25
7.4 Are requirements set for the quality of flushing water used for cleaning? .....	26
7.5 Which cleaning and disinfectant agents may be used? .....	27
<b>8. RELEASE PROCEDURE AFTER THE TRANSPORTATION OF A PROHIBITED LOAD..</b>	<b>28</b>
8.1 How can release be obtained after the transport of a prohibited load? .....	28
8.2 Which ISO 17020 and/or EN 45011 accredited bodies may release loading compartments? .....	29
<b>9. WHICH FLUSHING OR CLEANING STATIONS MAY BE USED? .....</b>	<b>30</b>
9.1 Is it mandatory to have a cleaning carried out at a certified cleaning station? .....	30
9.2 Is there a list available of cleaning stations? .....	30
9.3 Is there an example of a European Cleaning Document? .....	30

<b>10. HOW CAN A CHECK ON THE EFFECTIVENESS OF C&amp;D BE CARRIED OUT? .....</b>	<b>31</b>
10.1 What is an ATP measurement? .....	31
10.2 What is an Agar stamp? .....	31
10.3 How to analyse flushing water? .....	31
<b>11. GMP+ ROAD TRANSPORT &amp; ANIMAL FEED ROAD TRANSPORT HYGIENE CODE ...</b>	<b>32</b>
11.1 Why have an Animal Feed Road Transport Hygiene Code? .....	32
11.2 What is the difference between GMP+ Road Transport and the Road Transport Hygiene Code? .....	32
<b>APPENDIX 1:.....</b>	<b>33</b>
<b>PROCEDURE FOR ACCEPTANCE OF LOADING COMPARTMENTS AFTER TRANSPORT OF FORBIDDEN LOADS .....</b>	<b>33</b>
<b>APPENDIX 2:.....</b>	<b>35</b>
<b>SUMMARY OF LOADING CATEGORIES FOR BY-PRODUCTS NOT INTENDED FOR HUMAN CONSUMPTION .....</b>	<b>35</b>

## 1. INTRODUCTION TO THE GMP+ SYSTEM 2006

With effect from 1 January 2006 the GMP<sup>+</sup> Certification Scheme 2003 was changed to the GMP<sup>+</sup> Certification Scheme 2006. The major reasons for this change were:

- There is a new ISO standard available, ISO 9000:2000
- From the sector there is a requirement to make the GMP+ scheme more accessible and user-friendly than the GMP Regulation 2003 (more logical order, remove duplicates)
- There is a lot of international interest in joining the GMP+ scheme developed by the PDV. A review was necessary for the GMP<sup>+</sup> scheme to be more internationally accepted
- Change to Feed Hygiene Regulation (Reg. (EG) 183/2005)
- Making worthy of accreditation

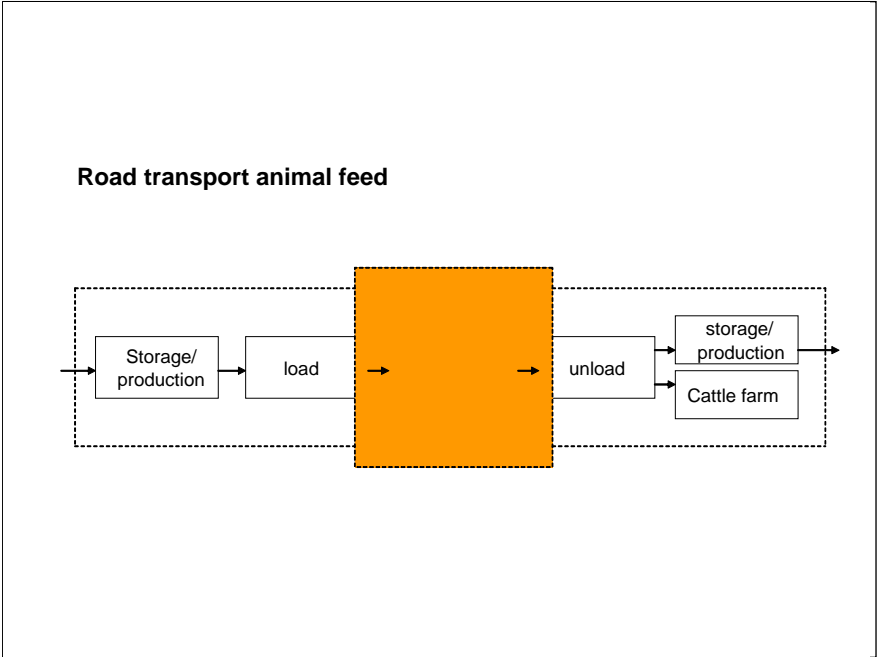
When drawing up the new GMP+ Certification Scheme for the Animal Feed Sector 2006 account was also taken of the experience with the GMP+ Certification Scheme for the Animal Feed Sector 2003. This led to the GMP+ Certification Scheme for the Animal Feed Sector 2006 complying with national and international requirements, to it being applicable to the whole animal feed column and to it being 'Animal Hygiene-proof'. A GMP<sup>+</sup>-certified company 'automatically' complies with this regulation. Finally, GMP+:2006 is supported by the animal production chain.

**2. SCOPE GMP B4.1 ROAD TRANSPORT ANIMAL FEEDS AND APPENDIX 14**

**2.1 What is the scope of GMP+ B4.1?**

The scope of GMP+ B4.1 is the road transport of feeds. This concerns organisations which transport feeds by road. It does not matter whether the product (feed) is the property of the participant or of a third party. Figure 1 shows the scope of GMP+ B4.1 road transport in diagram form. This standard GMP+ can be found on the Product Board Animal Feed website, at the following [link](#).

Figure 1: Scope GMP+ B4.1 Road transport animal feeds



The responsibility of the company undertaking the transport is limited within GMP+ B4.1 solely to (the service of) road transport of (own) feeds. This means that this standard is only applicable to the activity of road transport and not to other activities which possibly may be carried out by the company such as production or storage & transshipment. A separate GMP+ standard applies to these activities.

## **2.2 Is there an exception for 'packaged' transport and what is meant by this?**

Yes, there is an exception for 'packaged' transport. For the external transport of 'packaged feeds' no GMP<sup>+</sup> certification is required. Packaged transport includes bagged goods and bigbags. Sealed containers also fall under packaged goods because the carrier does not open these containers and has no influence on the product during the transport. (for more information about sealed containers see question 2.3) The responsibility for the cleanliness of the container and its seal lies with the company which loaded this container. The external transporter of these packaged feeds does not have to be GMP<sup>+</sup> certified.

### **2.3 What is meant by 'sealed' containers?**

Sealed containers are containers which are closed and sealed immediately after loading so that the seal can only be broken on unloading at the customer. This means that a carrier just positions this container on a chassis and brings the container from A to B. The recipient feed company then determines whether the seal has been broken and whether the container can be unloaded. In this type of transport the carrier has no influence on the product. This means that once the carrier does have influence on the loading and unloading of the container, this can no longer be considered to be packaged transport. The carrier should in that case be GMP<sup>+</sup> certified.

The above means that:

- Trailers may never be seen as 'sealed containers'
- 'Sealed containers' are never the property of or hired by a transport company.

## **2.4 Can affreightment offices be certified for GMP+ B4.1?**

No, affreightment offices do not fall under the scope of GMP+ B4.1. As shown in Figure 1, GMP+ B4.1 relates to the physical transport of feeds. Affreightment offices do not carry out the physical transport and can therefore not be certified for GMP+ B4.1.

### 3. CERTIFICATION

#### 3.1 Who needs a GMP<sup>+</sup> B4.1 certificate?

There is an indication in Figure 2 of the companies for which GMP<sup>+</sup> B4.1 (and Appendix 14) is intended and of when a GMP<sup>+</sup> B4.1 certificate is required.

Figure 2: GMP<sup>+</sup> B4.1 and Appendix 14 target groups

	<b>Transport with destination</b>	<b>Certification for GMP B4.1</b>	<b>Appendix 14</b>
GMP <sup>+</sup> B1 certified feed company with road transport for feeds	GMP B1 GMP B2 GMP B3 (2006 and 2007) GMP B5	x	x
GMP <sup>+</sup> B2 certified feed company with road transport for own feeds	GMP B1 GMP B3 GMP B5	x	x
GMP <sup>+</sup> B2 certified feed company with road transport for own feeds	GMP B2 GMP B3 (2007)	- (requirements are included in B2)	x
GMP <sup>+</sup> B3 (2007) certified feed company with road transport for own feeds*	GMP B1 GMP B2 GMP B3 (2006 and 2007) GMP B5	- (requirements are included in B3(2007))	x
GMP <sup>+</sup> B3 (2007) certified feed company with road transport of feeds for third parties*	GMP B1 GMP B2 GMP B3 GMP B5	x	x
Road carriers with transport of feeds for third parties (service providers)	GMP B1 GMP B2 GMP B3 (2006 and 2007) GMP B5	x	x

\*) The transport of own feeds falls within the scope of GMP<sup>+</sup> B3. Appendix 14 does apply to these B3 companies. The transport of feeds for third parties does not fall within the scope of GMP<sup>+</sup> B3. The company then requires an additional GMP<sup>+</sup> B4.1 certificate.

### **3.2 Must the transport from 'farm' to 'farm' also be GMP+ certified?**

A GMP certification obligation applies to the carrier if he transports to or on behalf of a company which has a quality system which specifies that only GMP+-certified carriers will be used (delivery to GMP+-certified feed companies). The client of the transport is therefore obliged only to make use of GMP+-certified transporters.

For growers (incl. livestock farmers with their own crop) the GMP+ B6 standard Cultivation of Feed Materials (GMP+ B6) applies. This includes requirements for the grower's own transport. If a grower makes use of an external carrier then this carrier should be GMP+ certified (see also the Q&A list GMP+ Production of Feeds).

It is also possible that growers cultivate under the certificate of the GMP+ customer and deliver to this GMP+ customer (the Gatekeeper principle). The transport requirements then apply as included in the GMP+ B4.1 certificate of the GMP+ customer. If the grower or the GMP+ customer makes use of an external carrier then this carrier should be GMP+ certified. Further requirements apply to the use of the Gatekeeper principle, see Q&A list GMP+ Production of Feeds.

For livestock farmers who participate in a quality system such as the Integral Chain Management (IKB) regulation they must comply with the requirements of that regulation.

### **3.3 How does the certification process work?**

Road transporters that wish to be certified can contact one of the certifying bodies approved by the Product Board Animal Feed. A certification body will then carry out an initial audit at a company. If the company meets the requirements set then it will receive a GMP<sup>+</sup> certificate for a period of 3 years. In the 2nd and 3rd year there will be a supervision audit by the certification body. The certification body then passes the information to the PDV and the GMP<sup>+</sup> certified company is published in the register of GMP<sup>+</sup> certified companies.

The Netherlands Transport and Logistics (TLN), Royal Dutch Transport (KNV) and the Federation of Tank and Silo Carriers (FTST) have already developed a model manual for road transporters. This model manual is also available to non-members for a fee, from TLN (079-3636223) or KNV (070-3751716). This model manual is an aid for a road carrier in implementing GMP<sup>+</sup> into his own operations.

### **3.4 Which certification bodies are approved?**

Certification bodies must be accredited for the EN45011 norm, for activity section GMP+ A list of approved certification bodies (CBs) can be found on the website of the Product Board Animal Feed, at the following [link](#).

### **3.5 What are the certification requirements?**

The contents of the requirements are specified in GMP<sup>+</sup> B4.1 and Appendix 14. The requirements relating to the certification process are described in the so-called certification documents (C3, C4 and C5 (checklist GMP<sup>+</sup> B4.1) documents), see the following [link](#).

## 4. INTERCHANGEABILITY WITH OTHER QUALITY ASSURANCE SYSTEMS

### 4.1 Which systems are approved by GMP+?

Appendix 10 Minimum Requirements for Purchasing contains the quality assurance standards which have been declared interchangeable with GMP+ standards. Companies which are certified for an interchangeable standard are approved within the framework of the GMP+ certification scheme.

The GMP+ standard B4.1 Road Transport has been declared interchangeable with the GMP standard for road transport from the Belgian organisation Ovocom. (Chapters AT 06, BC 05 and BT06) and the schedule of the French Qualimat-Transport® (version 4).

This means that road carriers may also be used which are certified on the basis of the transport regulation of the Ovocom organisation. These companies have been published on the Ovocom website. You can find Ovocom at the Internet site <http://www.ovocom.be> under the heading "*Company Lists*".

When engaging Qualimat-Transport® carriers, the GMP+ customers must check that the Qualimat-Transport® carriers who transport feeds for them are certified in accordance with version 4 of the Qualimat-Transport® system (refer to [www.qualimat.org](http://www.qualimat.org)).

## 4.2 Which systems accept GMP+ B4.1?

The GMP+ standard for road transport from the Belgian organisation Ovocom and the French Qualimat-Transport® system have been declared interchangeable with the Dutch GMP+ standard B4.1 for Road Transport. This means that GMP+ certified carriers may be used by certified companies on the basis of the Ovocom GMP regulation and Qualimat-Transport® version 4 .

Road transport companies which are certified under GMP+ (B4.1 Road Transport of Feeds), GMP (Chapters AT 06, BC 05 and BT06 - Road Transport) or which are Qualimat-Transport® certified and which carry feeds for a customer who participates in one of the other quality systems mentioned above must regularly check the list of differences ( [link](#)) and comply completely with this list of differences (the strictest regime must always be applied).

## 5. REQUIREMENTS FOR THE HIRING OF EXTERNAL TRACTORS AND LOADING COMPARTMENTS

### 5.1 What requirements apply for the use of 'external' tractors and loading compartments?

There are instructions with respect to the use of external tractors and loading compartments. The basic principle is that all the transport of feeds to GMP<sup>+</sup> certified companies and livestock farmers complies with GMP<sup>+</sup>. The transport should always be carried out by a GMP<sup>+</sup> certified company (unless otherwise specified in the GMP<sup>+</sup> standard in question. The following requirements apply with respect to the hiring of external tractors and external loading compartments (Figure 3):

Figure 3: Requirements for hiring or renting out of transport means

Hiring or renting out of transport means	Hire service	Hire service	Hire, lease or purchase of a means of transport	Hire, lease or purchase of a means of transport
	Trailer with tractor and driver	Tractor with driver (tractionair)	Container or Trailer (without driver)	Tractor (without driver)
Certification for GMP B4.1 required	YES  (See question 5.2).	YES  (NO for sealed containers)  (See question 5.2).	NO, Condition is inspection and release according to Annex 14, Appendix E.	NO

The hirer (or seller in the event of a second-hand trailer or container) must state in writing that no prohibited loads have been carried in the loading compartment. The trailer must also be released in accordance with the procedure in Annex E of Appendix 14 for the transport of animal feed products by the hirer or the person hiring.

When the loading compartment of a GMP B4.1 certified company is taken on then the hirer or buyer must check:

- that no prohibited loads have been transported in the loading compartment (written declaration by the hirer / seller)
- the records for at least three prior loads in the loading compartment (dated and signed by the carrier), the associated cleaning and disinfection treatments and the result of the visual inspection.
- that the loading compartment is included in the list of means of transport of the GMP B4.1 certificate of the hirer / seller (extract from the quality manual)

If external tractors are hired in then the answers to question 5.2 apply.

## **5.2 Which instructions apply for the use of external tractors (without loading compartments), the so-called ‘tractionairs’?**

The ‘tractionairs’ situation relates to the rental of tractors (including driver) by the client for the transportation of feeds in the clients loading compartment. The truck therefore does not have a loading compartment and the loading compartment which is used is owned by the client.

In this case the client of the transport should be GMP+-certified and the tractionairs who are hired in should be independently certified for GMP+ transport (GMP B4.1). The audit of the GMP+ system of the tractionairs may possibly take place at the same time as the audit of the client (in connection with the required records and possible efficiency benefits). The tractionairs receive their own GMP+ certificate and will be published on the Product Board Animal Feed website.

In the event of the ‘tractionair’ being engaged for the transportation of feeds in ‘sealed’ containers belonging to the client then the tractionair does not have to be independently certified for GMP+ Road Transport (GMP B4.1).

## 6. LIST OF PREVIOUS LOADS AND THE ROAD TRANSPORT LOADS DATABASE

### 6.1 What is the procedure with respect to the classification of loads?

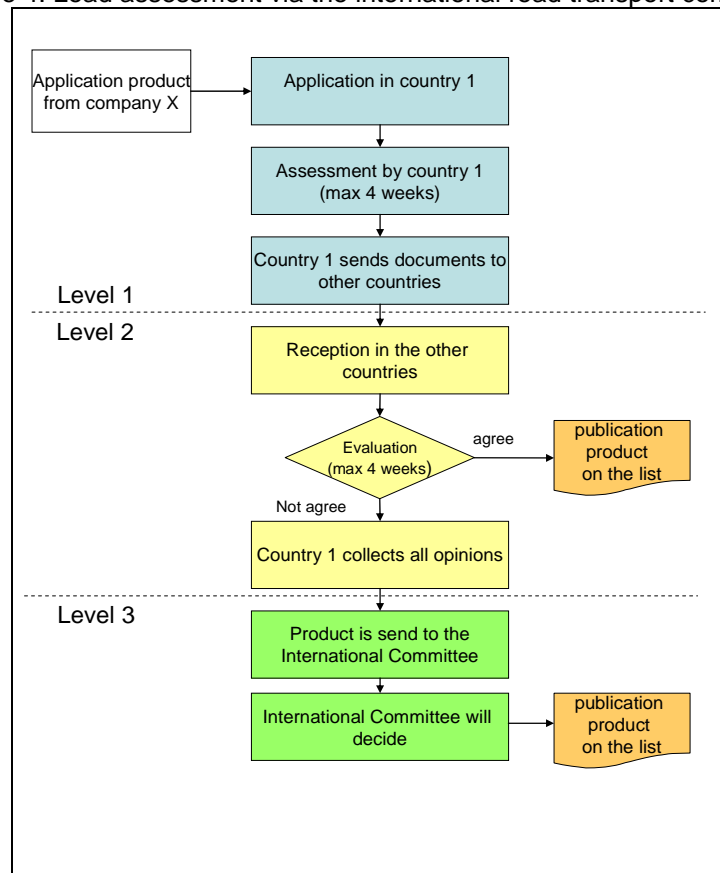
An international road transport committee started with effect from mid-2007. The intention is for the classification of loads in the loading list to be done jointly with Ovocom (Belgium), Qualimat (France), QS (Germany), Coceral (European trade) and the Product Board Animal Feed. A participant in one of the quality assurance systems of these countries can apply for a loading classification via his own system administrator.

This means that a GMP<sup>+</sup> certified company can apply for a loading classification from the Product Board Animal Feed. There is an application form at [www.pdv.nl](http://www.pdv.nl) for a loading classification. The application form should be completed and sent to the PDV with the information about the product (preferably a Data Safety Sheet). The form can be sent in via the PDV website or to [transport.pdv@hpa.agro.nl](mailto:transport.pdv@hpa.agro.nl). Only completed application forms with additional product information can be processed.

The PDV will then initiate the classification procedure via the international road transport committee. The intention is that decisions with respect to new classifications for products into loading categories will be implemented in all the quality assurance systems in question. This will further the aim of a single loading list within Europe.

The loading classification procedure via the international road transport committee is shown in diagram form in Figure 4.

Figure 4: Load assessment via the international road transport committee



## 6.2 How does the Road Transport Loads Database work?

At the end of 2006 the paper loading list in Appendix 14 was replaced by a digital loading list. This was done at the request of businesses because searching for products in the paper list was no longer efficient. The digital loading list can be reached via the website of the Product Board Animal Feed under the name Road Transport Loads Database, see [link](#). All the products in the paper list are included in the database. In addition, every product has been given a unique number and more information about each of the products can be put into the database.

In the Road Transport Loads Database you can search for a load in the load list. You can search on product name, brand name, unique GMP number, CAS number, loading category or cleaning regime. If a product can not be found via the database then the product will not be classified. This means that the product is not permitted as a previous load for feed transport under the GMP<sup>+</sup> certification scheme.

Currently, in addition to the digital loading list, there is still a paper list which can be downloaded from the PDV website (a PDF document). This list is a shortened version of the information in the database. The requirements are applicable just as they are in the database. The Road Transport Loads Database is therefore always leading.

### 6.3 What is the classification of feeds (vegetable, animal, mineral origin)?

The feed materials are currently classified into various loading categories:

- Feed materials of vegetable origin,(LR4)  
These are all feed materials of vegetable origin which are permitted in the GMP<sup>+</sup> Certification Scheme. You can search in the database for any feed materials which are included in the Database of Feed Materials Risk Assessments (DRV) list. Using the search term for a specific feed material such as wheat, soya or maize you will find the loading category for feed materials of vegetable origin = LR4. A dry cleaning regime applies to this. If after cleaning there remain any loading residues then the transport should then be wet cleaned.
- Feed materials of mineral origin,(LR4)  
These are all feed materials of mineral origin which are permitted in the GMP<sup>+</sup> Certification Scheme. You can search in the database for any feed materials which are included in the Database of Feed Materials Risk Assessments (DRV) list. Using the search term for a specific feed material such as chalk or calcium carbonate you will find the loading category for feed materials of mineral origin = LR4. A dry cleaning regime applies to this. If after cleaning there remain any loading residues then the transport should then be wet cleaned.
- Feed materials of animal origin (LR2) which do not belong to loading category LR1(E))  
These are all feed materials of animal origin which are permitted (for productive livestock feeds) in the GMP<sup>+</sup> Certification Scheme. You can search in the database for any feed materials which are included in the Database of Feed Materials Risk Assessments (DRV) list. Using the search term for a specific feed material such as milk powder or cheese whey you will find the loading category for feed materials of animal origin = LR2.

Feed materials of animal origin (which do not belong to category LR1(E)) fall under the Animal By-Products Regulation (EG 1774/2002). Cleaning and disinfection of means of transport which have carried animal feed materials should take place in accordance with the requirements of this regulation. This means that after the transportation of feed materials of animal origin the cleaning and disinfection regime must be carried out which is prescribed by the competent authority of the country in which the participant is established.

In the Netherlands there have been talks between the dairy sector and the competent authority about the C&D regime following the transport of dairy products. Based on this, Dutch carriers of dairy products can make do with (dry) cleaning.

#### 6.4 What is the classification of (products with) processed animal proteins?

Processed animal proteins are defined as all processed proteins included in the Animal By-products Regulation (EG 1774/2002). This refers to products which contain these proteins.

*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.*

An explanatory table with the load classification of (processed) animal proteins can be found in Appendix 2 to this Q&A list.

(Products containing) processed animal proteins currently fall in loading category LR1(E) or LR4(E). Examples of LR1(E) products are: greaves meal, meat bone meal, poultry meal, feather meal, etc. Exceptions to this are milk and products based on milk, colostrum, eggs and egg products and collagen (loading category LR2). This means that products with processed animal proteins are no longer allowed as a previous load to feed products.

Compound feeds which contain permitted processed animal proteins may fall into loading category LR4(E) depending on what the subsequent load is. The specific requirements are given with these products under LR4(E).

The requirements for the release of transport means to carry (products containing) processed animal proteins (LR1 (E)) are included in legislation under EU Regulation 999/2001. The competent authorities enforce this Regulation and regulate the release of transport vehicles. This means that the release procedure of the GMP transport standard as included in Annex E to Appendix I4 (and appendix 1 to this Q&A list) does not apply to products of loading category LR1(E). The relevant legal requirements apply for these products.

In the Netherlands, the competent authority is VWA (Food and Consumer Product Safety Authority). The release of means of transport after the transportation of processed animal proteins must take place in accordance with the method of working prescribed by the VWA (see [www.vwa.nl](http://www.vwa.nl)). See this [link](#).

## **6.5 What should be done with loads which are not classified?**

Loads which are not classified into one of the loading categories LR2, LR3 or LR4 are not permitted as a previous load for loading compartments which are (also) used for the transport of feed. When an interested party (the transporter) wants nevertheless to classify such a product then he should submit a request for this to the Product Board Animal Feed. The company should make use of the information form for the application which is to be found on the PDV website: [Database of Road Transport Loads](#). This form can also be found in Appendix 14.

The application form should be completed and sent to the PDV with the information about the product (preferably a Data Safety Sheet). The form can be sent in via the PDV website or to [transport.pdv@hpa.agro.nl](mailto:transport.pdv@hpa.agro.nl).

## **7. CLEANING REGIMES**

### **7.1 Which cleaning regime applies between the transport of (vegetable and mineral) feed materials?**

Feed materials of both vegetable and mineral origin are classified in loading category LR4 (see question 6.3). In a strict interpretation of this GMP<sup>+</sup> requirement dry cleaning must take place after the transportation of a feed material. In practice there is often no cleaning between journeys with the same feed material (for example wheat-wheat). If this is agreed bilaterally with the client then these products may be transported after one another without interim cleaning. Of course, when switching to another product the prescribed cleaning regime must always be carried out.

In the case of liquid bulk transport it is almost always the case that there are residues after unloading and therefore, under a strict interpretation of the GMP standard, it must always be wet cleaned. In practice it appears that dry cleaning is sufficient on the basis of an own HACCP assessment. If a truck with residues of liquid feed material is to be loaded for another client then this should be agreed bilaterally with the client or it may occur after a cleaning frequency to be agreed.

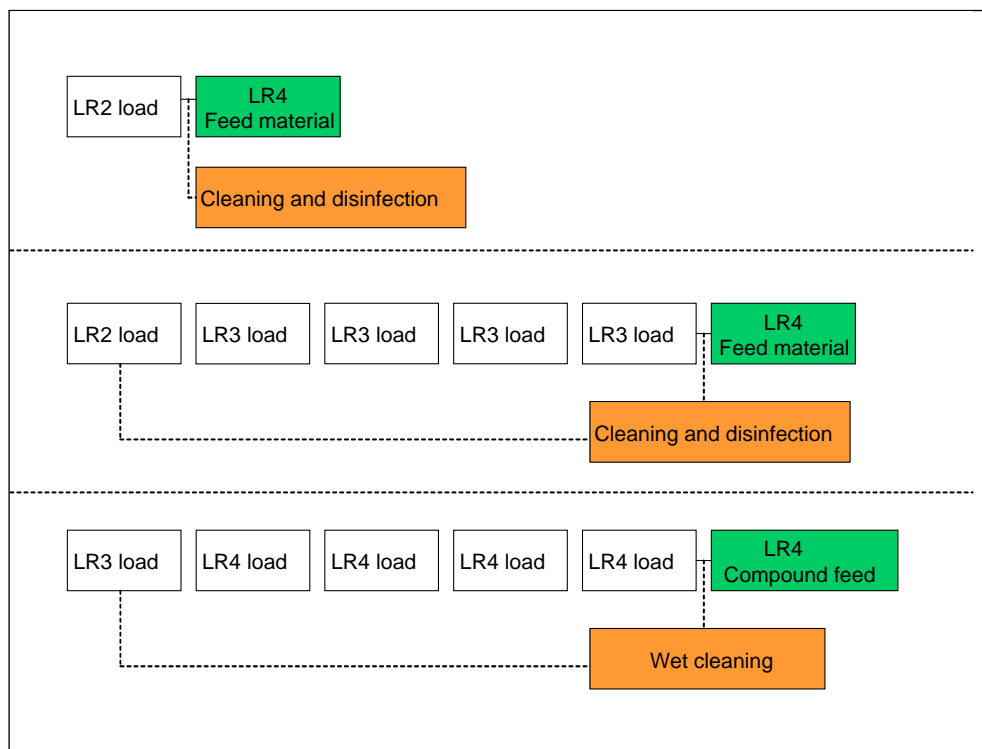
## 7.2 When should a cleaning regime be applied?

A loading compartment must be clean before any feed transport, which means: completely emptied and free of residual materials and odour from the previous loads. When the next load is dry bulk loads or packaged products then the load compartment should also already be dry or must be dried.

The cleaning and possible disinfection which is required after the transport of certain loads depends on the nature of the previous loads and, when the next load is an animal feed (raw material), also on the nature of this subsequent load. Based on this, potential loads are classified into categories depending on certain risks. Codes have also been allocated to the loading categories to simplify communication. Some load sequences are even forbidden because of the risk of contamination being too great.

The prescribed cleaning regimes must be applied before the loading compartment is loaded with feed. This means that between loads in the loading categories which are 'foreign' to feeds no cleaning has to take place under GMP<sup>+</sup>. It may well be the case that loads which are 'foreign' to feeds require a particular cleaning. The minimum cleaning regime which is prescribed must be carried out before the next load of feed. Figure 5 shows a number of examples of the cleaning moment between different loads.

Figure 5: Examples of the use of a minimum GMP<sup>+</sup> cleaning regime



### **7.3 Which cleaning regime applies if a loading compartment is not clean after the 1st cleaning?**

After the carrying out of the minimum prescribed cleaning regime a visual check should be made of whether the loading compartment is clean. If this is not the case then cleaning should be done again with an effective cleaning procedure. If, for example, after dry cleaning it appears that the loading compartment is not clean then wet cleaning will then have to be used before feeds can be loaded.

#### **7.4 Are requirements set for the quality of flushing water used for cleaning?**

It is of great importance that the water which is used to clean means of transport is of good quality (drinking water). In many countries drinking water is used to clean transport. In some countries, however, (spring) water is used. It is important that a risk assessment is carried out by the owner of the means of transport with respect to the cleaning water which is used. The water must be of such quality that it can not contaminate the animal feed to be loaded. A good guarantee for the quality of the cleaning water could be a (spring) water analysis. The transporter can have his own (spring) water analysis carried out or request analysis results from his water supplier.

## **7.5 Which cleaning and disinfectant agents may be used?**

Disinfectants which are legally permitted for use in the feed industry may be used under the GMP regulation in loading compartments for the transport of animal feeds. The applicable instructions for use should of course be followed.

The acceptance of disinfectant agents is regulated in the Netherlands by the College for the Acceptance of Pesticides (CTB) in Wageningen. To see the current situation you should consult the Internet site of the CTB ([www.cbt.agro.nl](http://www.cbt.agro.nl)).

Disinfectant agents may be used in other countries where they are legally permitted in the foodstuff industry of the country in question.

## 8. RELEASE PROCEDURE AFTER THE TRANSPORTATION OF A PROHIBITED LOAD

### 8.1 How can release be obtained after the transport of a prohibited load?

If a forbidden load has been transported in a certain loading compartment, in certain cases the vehicle/the loading area can, under the following stringent conditions, still be (re-) certified/released for transport of animal feeds. Via this procedure a specific cleansing with water (and cleaning agent) and disinfectant should take place which is matched to the nature of the forbidden load followed by an assessment of the cleaned loading compartment by an ISO 17020 accredited inspection organisation (which is accredited specifically for the inspection of loading compartments) or a loading inspector from a GMP+ certified company (GMP B1, B2, B3 or B5). It is of course prohibited for a company to release its own loading compartment.

The assessment must be done by a loading inspector who complies with one or more of the following requirements:

- He or she is employed by a control organisation 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 requirements of ISO 17020.
- He or she is employed by a GMP+ -certified company (GMP B1, B2, B3 or B5). It is of course not permitted for a company to release its own loading compartment.

See appendix I to this Q&A list for the procedure for admitting loading compartments after prohibited loads.

## 8.2 Which ISO 17020 and/or EN 45011 accredited bodies may release loading compartments?

In the Netherlands the following ISO 17020-accredited inspection agencies and/or EN 45011 accredited bodies may inspect loading compartments and release them for transport after a prohibited cargo in category LR1:

- CUNED B.V. Control Union Nederland  
P.O. Box 22074  
3003 DB Rotterdam  
tel. 0102823333
- PALTE & HAENTJES B.V.  
P.O. Box 5423  
3008 AK Rotterdam  
tel. 010-4961500
- Peterson Agricare & Logistics  
P.O. Box 2090  
3000 CB Rotterdam  
tel. 010-2823333
- Schutter Rotterdam B.V.  
P.O. Box 23029  
3001 KA Rotterdam  
tel. 010-2582700
- SGS Inspection Service B.V.  
P.O. Box 200  
3200 AE Spijkenisse  
tel. 0181-693333
- Schouten Certification B.V.  
P.O. Box 1  
4280 CA Andel  
tel. 0183-446380

In other countries the national Accreditation Council can find out which bodies are ISO 17020 and/or EN 45011 accredited in the country for carrying out loading area inspection. These bodies are approved within the framework of the GMP standard for road transport for the inspection and releasing of loading areas for feed transport.

In Germany:

- SGS Germany GmbH  
Raboisen 28  
20095 Hamburg  
tel. ++49 40 301 01- 616

## **9. WHICH FLUSHING OR CLEANING STATIONS MAY BE USED?**

### **9.1 Is it mandatory to have a cleaning carried out at a certified cleaning station?**

Under the GMP<sup>+</sup> it is not in theory mandatory to have cleaning carried out by a (certified) cleaning station. The requirement is that after the transport of a certain load that an effective cleaning regime is applied. The responsibility for this lies with the GMP<sup>+</sup> certified company.

Only in order to be able to release a means of transport after transporting a LR1 load is it mandatory for the cleaning and/or disinfection to be carried out by a tank cleaning company. See Appendix 1 for the release procedure.

### **9.2 Is there a list available of cleaning stations?**

The Product Board Animal Feed does not have a list available of cleaning stations. Many countries have an association of tank cleaning companies. Addresses of tank cleaning companies can be obtained from these associations. You can consult the national associations and their members via the European branch organisation of tank cleaning companies. See the following website for this: [www.eftco.org](http://www.eftco.org). The national organisations can be consulted via 'members' and there is a list of associated tank cleaning companies.

### **9.3 Is there an example of a European Cleaning Document?**

A sample of the official European Cleaning Document can be downloaded from [www.eftco.org](http://www.eftco.org) under European Cleaning Document. If a tank cleaning station wishes to issue a comparable document then the official ECD can be used as a model.

## **10. HOW CAN A CHECK ON THE EFFECTIVENESS OF C&D BE CARRIED OUT?**

A transport company should regularly check the effectiveness of the cleaning and disinfection regimes which it uses. This can be done in various ways. A company can determine a method of checking based on the nature of the previous loads and the cleaning regimes applied. The following methods are among the possibilities with respect to microbiological measurements:

### **10.1 What is an ATP measurement?**

The contamination of a surface can be measured by measuring the quantity of ATP which is present on it, in other words a hygiene measurement. The method is used in, among other things, foodstuff companies to obtain an objective measurement of the microbiological contamination and the hygiene status. The degree of hygiene is expressed in Relative Light Units (RLU). It is possible to carry out an ATP before a cleaning and after the cleaning has finished in order to determine whether the cleaning was effective. For more information it is possible to approach an accredited laboratory.

### **10.2 What is an Agar stamp?**

Agar is a breeding ground which is used worldwide as a medium for the growth of bacteria and mould. The microbiological situation in a loading compartment can be determined using an Agar stamp. This can assist in checking the effectiveness of a cleaning or disinfection regime. For more information it is possible to approach an accredited laboratory.

### **10.3 How to analyse flushing water?**

The flushing water should be contained and sent to the laboratory by the independent cleansing station. The loading compartment can be released again for the transport of feed when the analysis results show that the latest flushing water complies with the drinking water norm. This analysis will at least be carried out using the following parameters with respect to the quality of water intended for human consumption:

- Total germination capacity at 22°C and at 37°C
- Coli bacteria
- Escherichia coli (E. Coli)
- Ammonium
- Colour
- Electrical conductivity
- Hydrogen ion concentration (PH)
- Nitrate
- Nitrite
- Odour
- Taste
- Degree of turbidity.

If these minimum parameters are not sufficient and other parameters are more relevant then the analysis should be done using these other parameters. The company will therefore have to carry out a risk analysis in this case taking into account, among other things, the nature of the previous load(s), the transport conditions and the nature of the cleansing carried out.

## **11. GMP+ ROAD TRANSPORT AND ANIMAL FEED ROAD TRANSPORT HYGIENE CODE**

### **11.1 Why have an Animal Feed Road Transport Hygiene Code?**

The European Feed Hygiene Regulation (Reg. (EG) No. 183/2005) has been in force since 1 January 2006. This Regulation contains the requirements which companies must meet in the transport of feeds.

The Feed Hygiene Regulation determines that representatives of feed companies may draw up a Hygiene Code. The PDV has submitted a Road Transport Hygiene Code to the Ministry of Agriculture, Nature and Food Quality. This hygiene code has been assessed and approved by the Ministry. The procedures described in this hygiene code are an implementation of the legal provisions in the Feed Hygiene Regulation. They are therefore procedures and instructions which are aimed the control of feed safety. If the procedures described in the Hygiene Code are followed then it is assumed in principle that there is also compliance with the legal provisions. The Road Transport Hygiene Code is available at [www.pdv.nl](http://www.pdv.nl), via the following [link](#).

This hygiene code is voluntary. Companies may also choose instead of working in accordance with the hygiene code to draw up and make use of their own HACCP plan or a minimally equivalent Good Manufacturing Practice (GMP) system for the transport of feeds. For road carriers, GMP+ B4.1 is an example of such a GMP system.

### **11.2 What is the difference between GMP+ Road Transport and the Road Transport Hygiene Code?**

GMP+ certified road carriers already comply with the legal provisions of the Feed Hygiene Regulation via their GMP+ certificate. Insight is provided into which provisions of the hygiene code are included at which point in the GMP+ standards via a cross reference table GMP+ standard/hygiene code. The GMP+-certified companies can use this to show, in the event of a Food and Consumer Product Safety Authority audit, that the requirements of the Feed Hygiene Regulation have been imposed via GMP+-certification. This will allow the Food and Consumer Product Safety Authority audits of the companies to run more quickly and more efficiently.

The cross reference table is available at [www.pdv.nl](http://www.pdv.nl), see the following [link](#) .

## APPENDIX 1:

### PROCEDURE FOR ACCEPTANCE OF LOADING COMPARTMENTS AFTER TRANSPORT OF FORBIDDEN LOADS

A carrier has two possibilities from which to choose for the release of a loading compartment after the transport of a prohibited load:

#### 1. Release by an ISO 17020 or EN 45011 accredited 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)\*).

- a. 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.

Assessment of the loading compartment – at the expense of the company - before loading with feed and after the above-mentioned cleaning and disinfection by an independent controlling body with a certified or accredited status for loading compartment inspections. The release must be done by a loading inspector who complies with one or more of the following requirements:

- He or she is employed by a control organisation 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 requirements of ISO 17020.

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.

- b. The 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 further transport of feeds.
- c. 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 flushing water (see further explanation under item 2).

#### 2. Release by a loading inspector from a GMP+-certified participant (B1, B2, B3 or B5).

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)\*).

- a. After the transport of a prohibited load, the company should carry in the means of transport in question (which is suitable for loading with) 5 neutral loads (from LR3 or LR4 in as far as no feeds are involved) before it may be released for feed;
- b. Cleaning shall be carried out using water (and a cleansing agent) or disinfection by a cleansing station in accordance with 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.
- c. Assessment of the loading compartment before loading with feed and after the cleaning referred to above and disinfection by an (own) loading inspector from the GMP B1, B2, B3 or B5 certified company which will load the next GMP load into the loading compartment. It is not allowed that a feed company releases its own loading compartments.

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.

- d. The issuing by the loading inspector of a declaration (at the GMP+ certified loading address) that must indicate whether the means of transport of the loading compartment can be used for further transport of feeds.

A (company) loading inspector is:

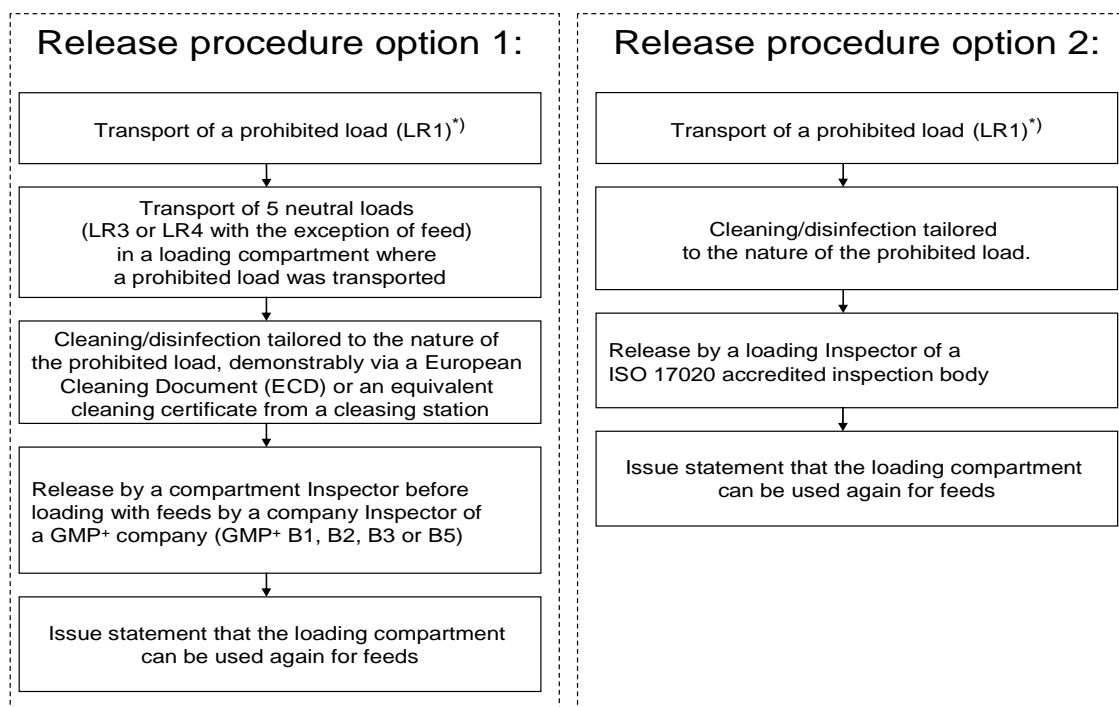
- A loading inspector employed by a GMP+-certified participant (B1, B2, B3 or B5). This is a position in the quality system which is held by an employee who on the basis of training and experience has the knowledge and expertise to be able to inspect the loading compartment for its suitability for loading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

- e. 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:**

- 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.
- For subsequent LR1 loads, release is only allowed by a loading inspector from a ISO 17020 accredited inspection agency:
  - o Category 1, 2 and unprocessed Category 3 material - Reg. (EG) 1774/2002
  - o Gas oil
  - o Lubricating oil
  - o Mineral clay that has been used for detoxification
  - o Radioactive material
  - o Domestic waste and all fractions derived from this
  - o Untreated food remains
  - o Sewage sludge

The release procedure is as shown in the following diagram:



## APPENDIX 2:

### SUMMARY OF LOADING CATEGORIES FOR BY-PRODUCTS NOT INTENDED FOR HUMAN CONSUMPTION <sup>1</sup>

Previous load	Next load	unknown	demonstrably intended for the feeding of, or for a production line for:			
			ruminants	non-ruminants	pets	fur-bearing animals
Unprocessed and processed Category 1 material		LR1	LR1	LR1	LR1	LR1
Unprocessed and processed Category 2 material (unless explicitly stated otherwise in loading classification list Appendix B)		LR1	LR1	LR1	LR1	LR1
Unprocessed Category 3 material		LR1	LR1	LR1	LR1	LR1
Processed Category 3 material:						
i) Milk, milk products and colostrum		LR2 <sup>2</sup>	LR2 <sup>2</sup>	LR2 <sup>2</sup>	LR2 <sup>2</sup>	LR2 <sup>2</sup>
ii) Eggs and egg products		LR2	LR2	LR2	LR2	LR2
iii) Gelatin from non-ruminants		LR2	LR2	LR2	LR2	LR2
iv) Molten fat and fish oil		LR2	LR2	LR2	LR2	LR2
v) Sanitised (bulk) manure products (pathogen-free, without Salmonella, aerobic germination capacity < 1000 KVE/gram, from a certified composting plant in accordance with Regulation (EG) No. 1774/2002)		LR2	LR2	LR2	LR2	LR2
vi) Hydrolysed proteins from parts of non-ruminants or from skins of ruminants						

<sup>1</sup> As defined in Regulation (EC) no. 1774/2002 of the European Parliament and the Council of 3 October 2002 for the adoption of health provisions relating to animal by-products not intended for human consumption.

<sup>2</sup> Also see question 6.3 of this Q&A list.

Previous load	Next load	unknown	demonstrably intended for the feeding of, or for a production line for:			
			ruminants	non-ruminants	pets	fur-bearing animals
Feeds which contain the following proteins: i) fish meal <sup>3</sup> ii) hydrolysed proteins <sup>3</sup> iii) dicalcium phosphate and tricalcium phosphate of animal origin <sup>3</sup>		LR1 unless there is compliance with footnote 3	LR1 unless there is compliance with footnote 3	LR4	LR4	LR4
Feeds which contain the following proteins: i) gelatin from ruminants ii) blood products		LR1	LR1	LR1	LR4	LR4
Processed animal proteins (with the exception of fishmeal) and feeds which contain such proteins		Vehicles used for the transport of these products in bulk may only be used for other purposes once they have been cleaned and inspected by the competent authority.				
Dicalcium phosphate and tricalcium phosphate of animal origin						
Blood products and bloodmeal from non-ruminants						
Fish meal		If a company has a control system which is certified by the competent authority for the prevention of carry-over, then vehicles which are used to transport fishmeal may be used for other purposes. If the next load of feed is fishmeal then the vehicles may be used without additional requirements.				
Fish feeds which contain blood products or blood meal		Vehicles used for the transportation of this product may not be used for the transport of feed for other productive livestock apart from meat-eating fur-bearing animals unless the vehicle has been inspected by the competent authority after cleaning.				

<sup>3</sup> The transport in bulk of feeds which contain this protein is done in facilities which are physically separate from the corresponding facilities for feed for ruminants. Feeds in bulk which contain this protein are carried in vehicles which do not carry ruminants at the same time. If the vehicle is used later for the transport of feed for ruminants then it will be thoroughly cleaned in accordance with a cleaning procedure approved by the competent authority to avoid carry-over.