

BC-09

Ver 0.1b



BC-09: Transport organization of feed or 'By-products for reprocessing' via rail (specialized wagons) **Chartering**





DOCUMENT HISTORY

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BC-09: Transport organization of feed or 'By-products for reprocessing' via rail (specialized wagons)

1. Introduction

A ~~GMP-certified~~ company certified for Feed Chain Alliance, wishing to transport feed or 'by-products for reprocessing' by rail must:

- Either call upon an intermediary who is compliant with document 'BT-02: Purchase: General Provisions';
Or
- Perform the organization themselves with respect to transport in specialized wagons for which they must be certified in accordance with document 'BC-09: Transport organization of feed or 'By-products for reprocessing' by rail (specialized wagons)'.

2. Scope

Provisions included in this document shall apply to:

- A ~~GMP-certified~~ company certified for FCA organizing themselves the transport of feed or 'By-products for reprocessing' by rail;
- The intermediary who received the mission to organize the transport of feed or 'By-products for reprocessing' by rail, on behalf of a ~~GMP-certified~~ customer certified for FCA.

This document shall only apply to transport of feed or 'by-products for reprocessing' in bulk.

This document also includes provisions intended for inspection bodies in charge of controlling the load compartments of specialized wagons.

3. Provisions related to the application of part A of the documents

- a. Document 'AC-00: Introduction is applicable to all ~~GMP-certified~~ participants certified for FCA;
- b. Document 'AC-01: General Provisions' is applicable to all ~~GMP-certified~~ participants certified for FCA.

4. Provisions related to the application of part B of the documents

- a. Document 'AC-00: Introduction is applicable to all ~~GMP-certified~~ participants certified for FCA;
- b. Document 'AC-01: General Provisions' is applicable to all ~~GMP-certified~~ participants certified for FCA.

5. Definitions

Specialized wagons:

Wagon adapted to the specificities of feed and 'By-products for reprocessing', solely used for transporting them. Generally these wagons are dedicated to transport of 'raw agricultural materials'.

Raw agricultural materials (only in the context of rail transport):

Agricultural products (primary production), unprocessed or having undergone a first processing, intended for food or feed. Considered as such, for example, are: cereals, oilseeds and protein crops and derivatives thereof.

Instructing party:

The company assigning the rail transport mission.

Lessor:

Company that operates and provides specialized wagons.

Operator:

The operator could be:

- An intermediary person who is responsible for the organization of transport via specialized wagons of feed or 'By-products for reprocessing', on behalf of the instructing party;
- A ~~GMP-certified~~ instructing party certified for FCA, who himself takes on the responsibility for the organization of transport in specialized wagons, without any external help. To this end, the company shall have obtained a complementary certificate in accordance with document 'BC-09: Transport organization of feed or 'By-products for reprocessing' by rail (specialized wagons)'. In this case, functions as «Instructing party» and «Operator» are performed by the same company.

De operator shall rent the specialized wagons from the lessor.

Level of preparation:

Condition of the specialized wagon, before loading, following an action aiming to achieve compliance with the specific request for a particular use, defined by the instructing party and with the consent of the wagon owner.

Contract:

An agreement by which one of the parties (operator) shall undertake, at a certain cost, the organization for the other party (~~GMP-certified~~ instructing party certified for FCA) of the rail transport as regards feed or 'By-products for reprocessing' in one (or more) dedicated wagon(s), and of a defined preparation level.

LCI:

Load Compartment Inspection.

Load inspector - ~~GMP-certified~~ company certified for FCA:

This is a staff member employed by the ~~GMP-Certified~~ company certified for FCA, responsible for inspection of the loading areas. This function should be included in the quality system inherent to the company. Based on experience and training, this employee shall inspect the loading area and evaluate its suitability for the loading of feed or 'By-products for reprocessing'.

Load inspector - supplier:

This is a staff member employed by the supplier of products (to be loaded), and who is responsible for inspecting the loading areas. In this case the inspection mission is explicitly entrusted by the ~~GMP~~ FCA customer to his supplier.

Load inspector - certification body:

Load inspector, belonging to a certification body accredited according to ISO 17020, with specialization in feed, cereals or liquid agricultural products in bulk and/or accredited according to ISO 9001:2000.

6. General principle

A **GMP** **FCA**-transport of feed or 'By-products for reprocessing' may only be performed provided compliance with the requirements included in document 'BT-02: Purchase: General Provisions'.

Only specialized wagons may be used for transport of feed or 'By-products for reprocessing'.

If feed or 'By-products for reprocessing' do not appear in the following list, the operator must have a prior written consent from the lessor, demonstrating that he is authorized to transport such products in specialized wagons provided by the lessor.

Products to be transported
Cereals (including those for processing)
By-products of cereals
Oilseeds (including those for processing)
By-products of oilseeds
Dehydrated Lucerne
Malt
Manioc
Protein seeds (including those for processing)
By-products of protein seeds
(Dried) beet pulp
Rice
Sorghum
Cakes (any vegetable origin)

The following products should never be transported in specialized wagons:

Products prohibited to be transported in specialized wagons

Products prohibited to be transported in specialized wagons
Category 1 material
Category 2 material
Category 3 material
Fish meal
Meat meal
Blood meal

Various levels of preparation with respect to specialized wagons can be distinguished, providing guarantees on the rise:

- Level 0: Wagon inspected after the unloading by last receiver, in accordance with the contract and assigned in unaltered state;
- Level 1: Wagon inspected by the lessor, and elimination of raw materials inside the hopper of the wagon, in order to render them completely empty state;
- Level 2: Wagon controlled by the lessor, and dry cleaned (inside, upper lids, trap doors and accessories) in order to render them in a clean state;
- Level 3: Wagon controlled by the lessor, cleaned with water, with or without detergents, with or without products for disinfection or disinfestations and dried.

The instructing party must indicate the preparation level which he desires. The hazard analysis, the procedures for purchase and control upon reception by the ~~GMP-certified~~ instructing party ~~certified for FCA~~, should take into account, the preparation level of the loading areas.

In order to demonstrate that the wagon is fit for transportation according to a level requested by the instructing party, the LCI inspection has been developed. This relates to an inspection of the load compartments before being loaded with feed or 'By-products for reprocessing', with issuance of a document, the LCI-report. This inspection is performed by a certification body or load inspector belonging to a ~~GMP-FCA~~ company or supplier from ~~GMP-FCA~~ customer.

The LCI-report should be kept both by the operator and by the instructing party.

Different transport parameters (level of preparation, etc.) are mentioned in the contract.

Unless otherwise stated, the loading of the wagon must always be performed by a supplier of the ~~GMP-certified~~ company ~~certified for FCA~~.

7. Control system of food security

For ~~GMP-certified~~ companies ~~certified for FCA~~, providing wagons, and who are organizing rail transport, there should be mentioned in the manual (see 'AC-01:General') that the company is performing such type of activity.

Intermediary persons wishing to be certified according to this document must have a system in place, ensuring the control as regards food safety (see 'AC-01: General provisions', point 1).

The operator organizing rail transport, should also have procedures in place, providing a conclusive guarantee with respect to:

- Prior knowledge of previous loads;
- Providing wagons satisfying the level of preparation as requested by the instructing party;
- Communication of LCI data to the instructing party. This is only possible if the operator is an intermediary person whose sole task is to find a wagon. The instructing party must convert this data into an LCI-mission for the inspection body or load inspector, chosen by the **GMP FCA** instructing party;
- Instructions which are given to the inspection body to perform the LCI. This is only possible if the operator has also received the mission to have the LCI performed by an inspection body.

8. Flow

8.1. Processing of the application

The operator shall be looking for specialized wagons in order to transport **GMP FCA**-feed or 'By-products for reprocessing.

The following information should be recorded:

- Identification of wagons;
- Description and quantity of goods;
- Choice as regards the preparation level of the wagons;
- Nature and denomination of the 3 previous bulk loads (1 = last, 2 = before last, 3 = third to last);
- The type of final cleaning (if preparation level 2 or 3).

The data shall be used later on as basis for an LCI-mission (see point 6.2), or for the communication of data (point 6.3).

8.2. LCI-mission

The operator shall collect all necessary information in order to perform the LCI, and shall transmit this information to the inspection body, or to the load inspector of supplier, who shall perform the LCI.

The LCI-mission shall include as a minimum the following information:

- Indication 'LCI mission';
- Date;
- Identification of wagons;
- Preparation level of wagons;
- Description and quantity of goods;
- Destination;
- Location and date of LCI inspection;
- Location and date of loading;
- Three previous bulk loads;
- Last cleaning: dry, wet, with detergent, disinfection (if preparation level 2 of 3).

The LCI-mission should be kept by the operator for a period of 5 years.

8.3. Communication of LCI data

In this case, the operator (intermediate person) shall provide all necessary information to the **GMP certified**-instructing party **certified for FCA**, who shall ensure that an LCI has been performed. In this case it is a question of communicating the LCI data.

The LCI- shall include as a minimum the following information:

- Indication: 'Communication of LCI data';
- Date;
- Identification of wagons;
- Preparation level of wagons;
- Description and quantity of goods;
- Destination;
- Location and date of loading;
- Three previous bulk loads, with mention of intermediate non-bulk loads;
- Last cleaning: dry, wet, with detergent, disinfection (if preparation level 2 of 3).

The communication of LCI-data should be kept both, by the operator and by the instructing party for a period of 5 years

The instructing party uses this information, communicated by the intermediary person, to draft the terms of an LCI-mission (see point 6.2.).

The LCI-mission may be performed by:

- A load inspector belonging to a certification body, chosen by the **GMP-FCA** instructing party;
- A load inspector belonging to the **GMP-FCA** instructing party;
- A load inspector belonging to the supplier of the **GMP-FCA** company (= instructing party).



Exception

The communication of LCI data may only be transmitted by the intermediary person. It shall never be drafted by the **GMP-certified** company certified for FCA.

8.4. Realization of an LCI

The effective control as regards the load compartment (LCI) may be done by:

- The load inspector from a certification body;
- The load inspector from a **GMP-certified** company certified for FCA;
- The load inspector from the supplier of the **GMP-FCA** company.



Exception: the operator himself is not allowed to perform the LCI

In case where the **GMP-certified** company certified for FCA is the operator, his own load inspector is not allowed to perform the LCI.

If operator is an intermediary person, he is not allowed to perform the LCI himself.

8.5. LCI report

The load inspector shall inspect the load compartment, after which he prepares a written LCI report.

The LCI report should be unambiguous and shall contain as a minimum the following items:

- Title: Inspection report of load compartments –~~GMP-FCA~~-feed;
- Identification of wagon;
- Location and date of inspection;
- Name of instructing party;
- Description of product;
- Three previous bulk loads
- Confirmation that the designated load compartments have been inspected;
- Confirmation that the load compartment satisfies the level of preparation required by the instructing party, and that the wagon is intact and fully closeable;
- Final result: accepted for loading?
- Any comments;
- Name and signature of the load inspector.

The LCI report shall only indicate the findings relating to the time and place of the LCI, and does not relieve the parties from their contractual obligations.

In the context of agreements made between the instructing parties and the certification bodies, the findings as regards the LCI may be part of a general report relating to the overall monitoring of the flow of goods.

For examples of LCI-rapports, see Annex A of this document.

The final result of the LCI can only be, an acceptance or rejection of the load compartments.

A copy of the LCI report shall be submitted to both, the person in charge of the loading (supplier) and to the ~~GMP-FCA~~ instructing party. In the case where a ~~GMP-FCA~~ instructing party has not received the LCI-rapport, he must claim the LCI report from the load inspector, possibly through the operator.

This copy is to be kept by all parties for a period of 5 years.



Negative results of the LCI-inspection

In case the LCI report was negative, the wagon shall no longer be suitable for the loading of feed or 'By-products for reprocessing'. This report shall be sent to the operator. The ~~GMP-FCA~~ Instructing party and the ~~GMP-FCA~~ operator must take corrective action. These could, e.g. be: refraining from using this lessor for future transport.

In case of a negative LCI report, the lessor may rectify the situation by performing an extra thorough cleaning. A new LCI inspection is required in order to re-verify the conformity of the load compartment.

8.6. Protest letter

If, for exceptional reasons, no LCI report has been made (e.g. no load inspector present), the person in charge of the loading (supplier) must inform his client.

This document shall contain as a minimum the following:

- Date;
- Name of the lessor;
- Name of the operator;

- Identification of the wagon;
- Absence of load inspector;
- Reason for absence of a load inspector;

He shall send a copy to the operator and to the instructing party. They should keep these documents for a period of 5 years.

A copy of the protest letter must be sent to OVOCOM.

ANNEX A : Example of an LCI report

LOADCOMPARTMENT INSPECTION REPORT (LCI) FOR WAGONS VIA RAIL

INSTRUCTING PARTY: Opdrachtgever: Donneur d' ordre:			
:::		:::	
NAME carrier: Naam vervoerder: Nom battelier :		TELEPHONE.: Telefoonnummer : Numéro de téléphone:	
NUMBER OF LOADING AREAS: Aantal laadruimtes: Nombre espaces chargement:		European number: Europanummer: Numéro européen:	
PRODUCT: Product: Produit:		LOADING PLACE AND DATE: Laadplaats en datum Laadplaats en datum	
PLACE OF INSPECTION: Plaats van inspectie: Lieu de l' inspection:		DESTINATION: Bestemming: Destination:	
DATE OF INSPECTION: Datum inspectie: Date d' inspection:		STARTED: Begin: Début:	COMPLETED: Einde: Fin:

				GMP FCA-ALLOWED GMP FCA-toegelaten GMP FCA-admis
PREVIOUS BULK LOADS: Vorige bulkkladingen: Charges précédentes en vrac:	LAST / Laatste / Dernier		YES Ja / Oui	NO Nee/Non
	2ND / 2de / 2ème		YES Ja / Oui	NO Nee/Non
	3RD / 3e / 3ème		YES Ja / Oui	NO Nee/Non
INTERMEDIATE NON-BULK LOADS: Tussentijdse niet			YES Ja / Oui	NO Nee/Non
			YES Ja / Oui	NO Nee/Non

bulkkladingen: Charges non- vrac intermédiaires			YES Ja / Oui	NO Nee/Non
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LAST CLEANING: Laatste Reiniging: Dernier nettoyage:	DRY / droog / sec		YES Ja / Oui	NO Nee/Non
	WITH WATER / met water / à l' eau		YES Ja / Oui	NO Nee/Non
	WATER + DETERGENT / water + detergent / eau + détergent		YES Ja / Oui	NO Nee/Non
	WATER + DETERGENT + DESINFECTION water + detergent + disinfectie / eau + détergent + désinfection		YES Ja / Oui	NO Nee/Non

RESULTS : Resultaten / Résultats :	EMPTY / Leeg / Vide		YES Ja / Oui	NO Nee/Non
	CLEAN / Zuiver / Propre		YES Ja / Oui	NO Nee/Non
	DRY / Droog / Sec		YES Ja / Oui	NO Nee/Non
	FREE FROM ODOR/ Geurloos / Sans odeurs		YES Ja / Oui	NO Nee/Non
	FREE FROM INSECTS / Vrij van ongedierte / Exempt de vermine		YES Ja / Oui	NO Nee/Non
	FREE FROM REMNANTS OF PREVIOUS CARGOES / Vrij van vorige ladingresten / Sans restes de chargements antérieurs		YES Ja / Oui	NO Nee/Non
	VISUAL : TOTALLY INTACT AND FULLY CLOSING Visueel heel en sluitbaar / Compartiments en bon état visuel et pourvus de fermetures (écoutes) adéquates		YES Ja / Oui	NO Nee/Non

FINAL RESULT : Resultaat / Résultat :	ACCEPTED FOR LOADING Goedgekeurd om te laden / Approuvé pour le chargement		YES Ja / Oui	NO Nee/Non
REMARKS / Opmerkingen / Remarques				
SURVEYOR'S NAME: De controleur / Le contrôleur:				

THE CAPTAIN:
De kapitein:
Le capitaine: