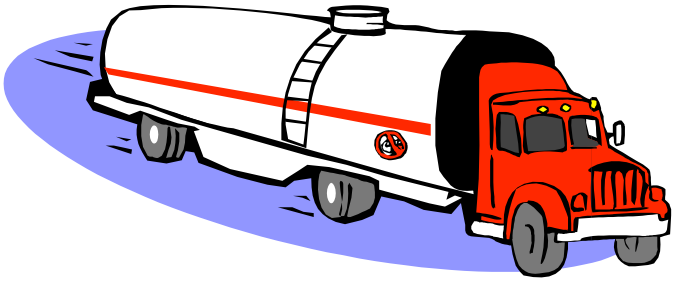

BULK OVER-THE-ROAD FOOD TANKER TRANSPORT SAFETY AND SECURITY GUIDELINES

Food Industry Transportation Coalition

BULK OVER-THE-ROAD FOOD TANKER TRANSPORT SAFETY AND SECURITY GUIDELINES

SPONSORING ORGANIZATIONS

AMERICAN BAKERS ASSOCIATION
AMERICAN FROZEN FOOD INSTITUTE
CONCORD GRAPE ASSOCIATION
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GROCERY MANUFACTURERS OF AMERICA
INSTITUTE OF SHORTENING AND EDIBLE OILS
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NATIONAL TANK TRUCK CARRIERS
NORTHWEST FOOD PROCESSORS ASSOCIATION
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SNACK FOOD ASSOCIATION
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TABLE OF CONTENTS

BULK OVER-THE-ROAD FOOD TANKER TRANSPORT SAFETY AND SECURITY GUIDELINES

I. INTRODUCTION

Information and recommendations contained in this document are intended as voluntary guidelines for the safe and secure transport and handling of over-the-road food tankers. As such, the sponsoring organizations do not guarantee or warrant, expressly or by implication, that compliance with the guidelines will prevent damage, spoilage, accidents, or injuries to persons or property. Any inference of such a guarantee or warranty is expressly and specifically disclaimed.

It is the sole responsibility of any company or person using the guidelines and related information provided in this publication, and not the responsibility of the sponsoring organizations, to ensure that such company or person is proficient in the operations and procedures discussed in this publication. The use of statements, recommendations, or suggestions contained herein creates no responsibility on the part of the sponsoring organizations for damage, spoilage, loss, accident or injury resulting from such use, or irrespective of such use. Moreover, adoption of any of the guidelines or recommendations included in this publication does not assure compliance with legal or regulatory requirements. Those involved with the production, handling and transportation of foods are advised to become familiar with all relevant and applicable local, state and federal regulations and to ensure that they comply with such requirements as appropriate.

A company policy should be established to designate authorized personnel for acceptance of incoming transportation equipment. The policy document should be maintained in company files in accordance with company policy. In addition to these guidelines, a company may provide employees with additional information and forms for use in acceptance of transportation equipment. Consult your legal counsel for guidance on related legal requirements concerning the transportation of foods.

II. DOCUMENTATION

A. RECOMMENDATIONS

1. The contract and/or verification between a shipper and carrier should include a clause identifying the last three prior cargoes, a copy of the last wash ticket and documentation if the tanker has been converted from non-food to food grade (See Section VII).

2. The carrier should supply documentation to the shipper confirming that all equipment being used is for food grade purposes. This information should be kept on file at the shipper's office.

3. The commodities the carrier may haul in tankers contracted for shipper service are those agreed upon between the parties.

4. A new piece of equipment should have a sanitary cleaning prior to placement in service.

5. Except for dedicated equipment, in-service equipment should have a listing of the last three loads and a copy of the last wash out certificate.

6. If special handling requirements are necessary, they should be specified in the Bill of Lading. Special requirements may include, but are not limited to temperature specifications or restrictions, pumps and nitrogen overlays.

III. RECEIPT AND INSPECTION OF EMPTY TANKER

A. RECEIPT

1. Plant personnel should take all reasonable measures and precautions to assure that plant operators conform to the requirements in 21 CFR 110 (Current Good Manufacturing Practices (CGMPs) and 9 CFR Part 417 (Hazard Analysis Critical Control Point (HACCP) Systems). The loading and unloading areas should be designed and maintained in accordance with Good Manufacturing Practices or appropriate regulations in order to reduce the potential for contamination of the inbound product.

2. The tanker should be identified for use if there are specific regulation requirements – juice, seafood, meat and poultry, etc., and/or if there are specific customer requirements.

3. Confirm that access points were sealed at the wash station with numbered, tamper-evident seals to guard against subsequent contamination of the cleaned trailer before delivery. This should include at least all major points of entry and discharge. Sealing points may include the dome cover, tank outlet, vent cap, pump inlet, pump outlet, and hose tube covers.

   In the event that transfer hoses and/or the shipper or consignee supplies piping, seals need not be applied to hose tubes mounted on the cargo tank. If seals are present and are broken or tampered with by enforcement personnel, documentation must be produced by enforcement personnel to verify such action. Tank wash facilities, shippers and consignees should be authorized to remove and replace seals.

4. Confirm that hoses and pump outlets were capped and sealed at the wash station after cleaning. Trailers hauling food grade commodities should be washed on a regular schedule regardless of whether or not they have hauled food, the interval for which will be determined under the terms of the contract.

5. All documentation, including wash certificates or tags and bills of lading, should be reviewed and seal identification checked and verified.

6. Seal numbers should be recorded on the wash ticket, or a suitable document designed for that purpose**,** and verified by the receiver when inspecting the vehicle. Any discrepancy should be reported to management immediately. If the driver indicates that it has been necessary to transfer the lading from one tank to another after washing, contact appropriate plant management.

7. Obtain appropriate documentation from the trucker or the truck company concerning the previous cargo(es). (See Section II on documentation) The prior load should be accurately documented and documentation available to assure that the tank has been in acceptable transportation service. Additionally, the trucking company should be able to present independent documentation (e.g., shipper bills of lading) of the last three prior load commodities (by fax or e-mail), upon request.

8. The cleaning certificate issued by the wash station should contain the name of the product last hauled determined via the last shipping documents and should be reviewed and copied for filing. If no cleaning certificate is presented, management should be consulted.

9. If washing is required, a copy of the wash ticket, noting the prior commodity, should be presented to the outbound truck operator. The carrier should also provide wash schedules/wash histories for a specific cargo tank upon request.

10. The prior load records should be verified as designated in the documentation section of this guideline. If the prior cargo was not an acceptable material, do not accept the load and contact appropriate plant management immediately.

B. VISUAL INSPECTION

1. The interior of the tank should be inspected visually. The interior of the tank should be clean and free of cracks and corrosion, which can harbor contaminants. If condensate is present or the interior is otherwise unacceptable, check with your supervisor prior to loading. Internal damage or corrosion, foreign objects, incompatible product residue, mold, and moisture are potential causes for rejection.

2. The presence of off-odors or of any residual material when opening the dome cover should be reported to appropriate plant management immediately.

3. Inspect the inside of the tank for evidence of residue of prior cargoes or flaking, which indicates inadequate cleaning/rinsing of the tank or unacceptable prior cargoes. Be especially alert to those areas hard to inspect visually, such as the top inner portion of the tank.

4. It is recommended that the shippers/receivers use their own pumps and hoses. If the tanker or tractor pump and hoses are used, they should meet all applicable tanker guidelines. If the truck's pumping system is to be used for loading, all hoses and pumps should be visually inspected. Special attention should be paid to pumps located on the tractor, as the tractor unit may not be dedicated to food service use and may not have been cleaned when the trailer was cleaned. If pumps and/or hoses carried on the tractor are to be used, they should be indicated as having been cleaned on the wash station certificate. Tractor mounted blowers, used for the transfer of dry commodities should not be cleaned, but move only air.

5. Inspect all seals, gaskets, pumps, valves, hoses, and hose tubing for cleanliness, integrity, and proper capping. Cracked, corroded, or improperly protected equipment can trap [residual material] and serve as a source of contamination or create an environment conducive to bacterial growth with the potential for contaminating product coming in contact with the surface.

6. The company should have a visual inspection form for plant employees to check off during the tanker inspection. The form should have an accept/reject notation and a space for the employee and/or appropriate signature(s). (Refer to Appendix "C" for an example of and empty tanker inspection form.)

7. A clear company policy should be established to designate authorized personnel for acceptance of incoming transportation equipment. The policy document should be maintained in company files in accordance with company policy. In addition to these guidelines, a company may provide employees with additional information and forms for use in acceptance of transportation equipment. Consult your legal counsel for guidance on related legal requirements concerning the transportation of foods.

IV. TANK TRUCK LOADING

A. RECOMMENDATIONS

1. If the tanker is deemed acceptable for loading, sufficient care should be exercised during loading to ensure that the integrity of the product and the tanker vessel are maintained.

2. Product loading and unloading facilities should be designed and maintained in accordance with Good Manufacturing Practices 21 CFR, part 110.

3. After loading, the tanker should be closed and tamper-evident security seals affixed to any access ports, which were unsealed during inspection to preclude tampering with or adulteration of the product during shipment.

4. Seal numbers should be recorded on the bill of lading or other appropriate document.

5. The cargo should be identified on the bill of lading by the common or usual name of the food or food ingredient or as identified by DOT regulations. If the product is classified as a "hazardous material" by DOT regulation, the shipper must supply appropriate product hazard information (e.g., Material Safety Data Sheet (MSDS), vehicle placards and shipping documents.) Product hazard information will also assist carriers and wash rack personnel to determine proper cleaning and passivation procedures, thus preserving the integrity of the cargo tank for food grade service.

6. A copy of the incoming wash certificate with information about the previous cargo should be provided to the outbound truck operator if the tanker has been cleaned prior to loading.

7. Food ingredients such as food-grade chemicals should be identified by the proper shipping name (FDA or DOT regulations).

8. Shippers should insure that they have provided the trucker with any emergency action information required. Identification will assist the receiver and those responsible for wash station operations in determining the clean-up procedure and assure that tankers dedicated to food shipments remain available.

9. When all information is recorded, sign the bill of lading indicating the shipment may proceed.

10. A clear company policy should be established to designate authorized personnel for certifying proper loading of outbound transportation equipment.

V. LOADED TANKER

A. RECEIPT

1. When receiving a loaded tanker, obtain a copy of the bill of lading and confirm the cargo and security seal numbers. (If seal numbers do not match or the seals appear to have been tampered with, notify appropriate management immediately. Do not open the tanker or begin unloading.)

2. Review the information provided in the wash ticket copy, and evaluate the prior load information to insure that proper food, food-grade commodities, or acceptable non-food products have been previously carried in the tank. If the prior cargo was not acceptable material, contact appropriate plant management.

3. If all documents and seals are in order, begin your inspection of the tanker and all attendant equipment, including pumps and hoses, for cleanliness and state of repair. (See Appendix “B” for an example of an appropriate checklist.”

VI. MINIMUM CLEANING REQUIREMENTS FOR NON-DAIRY FOOD, FOOD GRADE, LIQUID CARGO TANKS

A. "FOOD TO FOOD"

1. Acceptable media (depending on the prior load, and which may be applied alone or in combination) include:

    a. Steam;
    b. Hot or cold water;
    c. Detergent, where appropriate, according to customer's specifications and the product hauled, observing manufacturer's and chemical suppliers recommendations on pH;
    d. Caustic, according to customer's specifications observing manufacturer's recommendation on pH; and
    e. Air drying – using an appropriate filter.

2. Overall criteria to be applied as appropriate to the media used:

    a. When used alone or as part of another media, the term "hot water" should mean that water (and cleaning agents applied to product contact surfaces) should be appropriate to clean and sanitize internal surfaces;
    b. The term "water" means potable water;
    c. Only cleaning compounds as covered by appropriate food additive regulations as established by FDA (or USDA-approved cleaning substances) should be used in any cleaning media (or combinations thereof); and

    d. At a minimum, the following accessories and components should be removed (and disassembled) from the unit for cleaning – gaskets, external valves, vents and caps as applicable.

3. Seals should be applied to all cargo tank access points after cleaning and prior to shipment of the tank to the facility for product loading.

B. "FOOD TO FOOD" - DRY BULK

1. Product wash cycles should follow defined industry standards, or as specified by carriers and shippers.

2. In terms of solutions, the same basic processes used in the cleaning of liquid trailers would be, as appropriate, applicable to the cleaning of dry bulk units**.**

3. In addition to the above:

    a. All lines should be disassembled and cleaned separately; Note that standard washes, used routinely between compatible commodities, do not require disassembly of the product line, and conversion washes, used between incompatible commodities, do require disassembly of the product line.
    b. Remove, inspect, clean and/or replace aeration pads and dust collectors. Gaskets should be removed and cleaned on all washes. If the prior load involved approved non-food products, all gaskets should be removed and replaced.
    c. The internal loading tube and product piping should receive separate cleaning;
    d. All fumigants, chemicals and/or detergents must be covered by and used in accordance with appropriate regulations;
    e. The drying phase should utilize filtered air; and
    f. Seals and tags as appropriate should be applied at the cleaning facility.

C. ADDITIONAL CRITERIA APPLICABLE TO BOTH "FOOD TO FOOD" AND "APPROVED NON-FOOD TO FOOD" INTERIOR CLEANING

1. Nothing herein should be construed to prohibit internal visual inspections of the trailer, including tank entry to perform such inspection prior to the final hot water rinse.

2. If the use of seals is required, such should be applied by the tank wash facility to all external openings (manways, caps, vents, valves, inlet and outlet side of the pump, etc.) prior to the vessel's return to service.

3. In addition to the above, and whether or not seals are required, the tank wash facility should (prior to the vessel's return to service) supply appropriate documentation noting at a minimum:

    a. The name, address, phone and fax numbers of the cleaning facility;
    b. The certification number of the facility if Federal, state or local authorities, requires such information:
    c. The date of interior cleaning;
    d. The prior load:

e. The temperature of water applied for cleaning purposes;
f. The cleaning agents applied; and
g. If seals are utilized, the seal numbers should be recorded.

4. In some cases, it may be necessary for a given trailer to be subjected to two (or more) cleaning processes, which may involve the use of materials not specified in this standard. Nothing herein should be construed to prohibit this practice, except that the methods, specified herein, should always be the final step in a multi-stage cleaning process.

5. All tank wash facilities performing specified tank wash services for the food industry should receive "third party" inspection and certification. If appropriate, the tank wash facility should be inspected and certified by Federal, state and/or local authorities and/or representatives of shippers, carriers and consignees. Such inspection and/or certification should verify that the facility:

   a. Has the equipment and personnel to meet the standards (including document preparation and retention);

   b. Has piping (integral to any wash rack mechanism) after a pre-determined filtered control point used to conduct steam, hot and cold water, and cleaning solutions involved in the cleaning of food-grade equipment that is constructed of stainless steel alloys;

   c. Has safeguards to preclude the commingling of steam, water, and cleaning solutions used in the interior cleaning of food-grade cargo tanks with steam, water, and cleaning solutions used in the cleaning of non-food grade cargo tanks;

   d. Possesses sufficient insurance, or otherwise evidence of financial responsibility, at levels equivalent to those for motor carriers for public liability, property damage, and environmental restoration;

   e. If hot washing tankers, has a boiler capable of providing hot water on a continuous basis for a minimum needed to ensure the tanker is clean;

   f. Avoids direct contact of steam with food contact surfaces. If steam injection is used to heat water, only food grade boiler treatment additives are used;

g. Utilizes appropriate sanitary wash equipment designed to ensure that all interior surfaces are cleaned and sanitized; and

h. Where appropriate, has a permanently mounted thermometer capable of monitoring and recording water temperature at the discharge valve.

VII. CONVERSION OF TRAILERS FROM "NON-APPROVED, NON-FOOD SERVICE" TO "APPROVED NON-FOOD TO FOOD" AND "FOOD TO FOOD" SERVICE

(NOTE: There should be clear, legally binding agreement between carriers, shippers and consignees concerning the use of converted tankers. All conversion steps should be documented)

A. MINIMUM TANK CONVERSION STEPS

1. The tank should be appropriately cleaned of prior product;

2. An internal inspection should include determination evaluation and/or removal of:

   a. Finish (parent metal and welds);
   b. Evidence of pitting;
   c. Corrosion;
   d. Weld and parent material discoloration; and
   e. Odors.

3. Remove, clean, pacify and/or replace:

   a. Internal and external vents, valves and caps, discs, and piping;
   b. Manifolds;
   c. All gaskets (including those on accessories); and
   d Tank interior metal surfaces.

4 A final wash should be performed before applying a seal.

5 Apply a "Food Grade" decal, cleaning tag, and seals (if required).

VIII. TANK REQUIREMENTS

A. NON-DAIRY LIQUID FOOD GRADE PRODUCTS

1. The shell, heads, and appliances with product contact surfaces should be a minimum alloy #304 SS, low carbon;

2. Weld finish should be W-3;

3. All parent metal finish on product contact surfaces should be 2B;

4. The entire tank surface should be clean-bore (no baffles);

5. If compartments are permitted they should be equipped with double bulkheads with evacuated airspace between bulkheads;

6. With the exception of center-discharge (belly drop) tanks**,** all tanks should have a positive drain (minimum 4 inch slope from front to back of tankers).

B. ACCESSORIES AND FITTINGS ON NON-DAIRY LIQUID TANKS

1. All internal accessories should be capable of being disassembled to clean product-contact surfaces.

2. Internal valves should be acceptable (note: internal valves are mandatory if food-grade product is flammable or corrosive liquid).

3. Clean-out openings should be appropriate.

4. Gaskets should be removable and non-porous.

5. Manways, fittings, and connections should be a minimum alloy #304 SS, low carbon.

6. Vehicle-mounted product transfer equipment if used, should meet the requirements established for the tanker. Product transfer equipment (vehicle-mounted versus facility-supplied) is a matter of choice involving the shipper, carrier and consignee. If "vehicle-mounted" product transfer equipment is used, such equipment should meet the requirements established for the cargo tank.

7. If the use of seals is required by the shipper (at loading) such should be provided and affixed by shipper representatives and should be "cable type" or equivalent "tamper evident." The shipper should provide authorized seals to carriers loading from remote rail facilities where the carrier or a third party acts as the "shipper representative."

C. DRY-BULK FOOD GRADE CARGO TANKS

1. The use of aluminum alloys in the construction of shell, heads, and accessory equipment is appropriate.

2. Clean-out openings are appropriate.

3 All gaskets should be removable and non-porous.

4 Product transfer equipment – vehicle mounted equipment to accomplish pressure unloading is appropriate.

IX. SECURITY

A. TRUCKING COMPANY

1. In the interest of safety and security, shippers should maintain and regularly update records of:

    a. Carrier contacts (to include names, phone and fax numbers and (if applicable) e-mail contacts;
    b. The carrier's "U.S. DOT Safety Rating" available via the Internet;
    c. The carrier's compliance with U.S. DOT insurance regulations (available via the internet); and
    d. Verification that the carrier has resources (in-house or contractual) to respond to a product spill.

B. DRIVER

1. Each cargo tank driver, entering a shipper, wash station, carrier terminal or consignee facility should produce:

    a. His/her Commercial Drivers License (with photo); and

b. In light of security concerns, many trucking companies have established methods and procedures whereby parties to the transportation transaction can verify employment status of an individual driver. Shippers and consignees should consult with individual trucking companies for more details.

C. CLEANING FACILITIES

1. Shippers, carriers and consignees should maintain and update:

   a. Facility contacts (to include names, phone and fax numbers, and if applicable e-mail contacts; and
   b. All appropriate certificates (if required by Federal, state and local authorities and/or by carriers, shippers and consignees.)

D. RECEIVING FACILITY

1. Follow appropriate instructions in Section III-A. and V-A. and include:

   a. That access points are sealed and match appropriate paperwork;
   b. That paperwork is verified including previous washing record, investigate and verify suspicious alterations;
   c. Verification of the driver; if the driver has changed, do not unload (or load) until his/her credentials are confirmed;
   d. If delivery schedule has been changed the receiver should be notified in advance, if not, confirm the reasons for the change before unloading or loading;
   e. Where scales are used, reconciliation before unloading, where appropriate, of differences between the amount of product shipped and that received; and
   f. Limited access of drivers to the facility.

E. GENERAL

1. In addition to the above, shippers and consignees should assure themselves that trucking companies and/or cleaning facilities have the resources for:

a. Collecting, maintaining and reproducing relevant documents including but not limited to; shipping papers, records of prior hauls (on a vehicle-by-vehicle basis), cleaning certificate, inspection reports and exception reports; and
b. A written procedure regarding the use of cargo tank access seals (including "what to do" in the event that a seal is broken or shows evidence of tampering.)

2. Food facilities should consider;

a. Using only known, pre-approved and appropriately licensed or permitted (where appropriate) carriers and wash stations;
b. Establishing agreed upon security measures with shippers;
c. Taking reasonable steps, such as auditing, to ensure that carriers are in compliance with the company's food security measures;
d. Establishing and adhering to regular delivery schedules where feasible;
e. Exercising strict control including scheduling, egress to the facility, unloading and supervision of unloading of "hazardous" materials; and
f. Establishing a formal review process for evaluating shippers, and where appropriate, wash stations.

APPENDIX "A"

RESOURCES

1. National Juice Products Association (NJPA) "Model Tank Wash Guidelines for the Fruit Juice Industry": http://www.njpa.com/GenericTankerWashPolicy11-07-02finaldraft.pdf

2. Northwest Food Processors Association (NWFPA) "Over-the-Road Bulk Transport Guidelines for Non-Dairy, Food Grade, Liquid Products": www.nwfpa.com.

3. U.S. Department of Health and Human Services, Food and Drug Administration "Guidance for Industry – Food Processors and Transporters: Food Security Preventive Measure Guidance": www.fda/cfsan.gov

4. U.S. Department of Transportation, Federal Motor Carrier Safety Administration, "Hazardous Materials Company Anti-terrorism Tips" and "Hazardous Materials Driver Anti-terrorism Tips": www.dot.gov

5. National Food Processors Association, Food Marketing Institute, "Food Security Manual for Processors, Distributors and Retailers": **www.nfpa-food.org**

6. International Society of Beverage Technologists (ISBT) "Quality Guidelines and Analytical Procedure Bibliography for 'Bottlers' High Fructose Corn Syrup 42 and 55 (1999)": www.bevtech.org

7. American Frozen Food Institute (AFFI) "Food Security Risk Management Guide" (2003): www.affi.com.

8. Frozen Food Roundtable, "Frozen Food: Handling and Merchandising" (1999): www.affi.com.

9. U.S. Department of Agriculture, Food Safety and Inspection Service, "FSIS Safety and Security Guidelines for the Transportation and Distribution of Meat Poultry, and Egg Products" www.fsis.usda.gov.

APPENDIX "B" **EXAMPLE**

Inspection Report Form
Incoming Tanker (loaded)

C. Vehicle Identification

Tractor Identification_____ Tanker Identification _____ Date Inspected ____
Name of Carrier _____ Name of Inspector _____ Cargo_____
Shipper _____ Drivers _____

Bill of Lading _____ Identification:_____ Cargo Verified_____

1. Is the outside of the carrier clean? If not, (describe)_____
2. Is there written documentation or prior loads? Yes____ No ___ If no, notify appropriate management immediately.
3. Source of prior load written documentation: driver_____ truck company_____ broker _____ shipper _____ other_____
4. Are all major points of entry and discharge sealed? Yes____ No ____
5. Are seals numbered and recorded on the wash ticket/bill of lading? Yes___ No___
6. Do seal numbers correspond to the numbers on the wash ticket/bill of lading? Yes___ No ___
7. Are seals intact with no evidence of tampering? Yes ___ No ____

If no to #'s 3, 4, 5, 6, or 7, Notify Appropriate Management Immediately.

8. As you open the tanker lid, do you smell off-odors? Yes___ No ___. If Yes, identify if possible:
   Describe:_____
   _____
9. Appearance of the product: Does the product appear normal (color, consistency)?
   _____
   Do you observe evidence of foreign material (identify if possible)?
   _ Surface_____
   _ Particles_____
10. Samples taken for testing: Yes___ No ___
11. Is the following auxiliary equipment clean and in good repair?
    Hoses: Yes ___ No ___ Gaskets and seals: Yes ___ No ___
    Pump(s): Yes ___ No ___ Fittings: Yes ___ No ___
12. Add any other comments or remarks that you may wish regarding what you observed during the inspection:_____

Recommendation: Accept ___ Reject ___ tanker. Inspector:_____

APPENDIX "C" **EXAMPLE**

Inspection Report Form

Incoming Tanker (empty)

(a) Vehicle Identification

Tractor Identification _____ Tanker Identification _____ Date Inspected ____
Name of Carrier_____ Name of Inspector _____
Cargo _____ Shipper_____ Drivers _____

1. Is the outside of the carrier clean? If no, describe:_____
2. Is there written documentation on prior loads? Yes ___ No ___ If No, notify appropriate management immediately.
   Prior Loads: 1.
   2.
   3.
3. Source of your load written documentation:
   Trucker ____ truck company ____ broker ____ other ____
4. Is there a valid wash ticket provided with the tanker?
   Yes ___ No ___ If No to #4, notify your management immediately.
5. Wash Station _____ Date of Wash _____
6. Are all major points of entry and discharge sealed? Yes ___ No ___
7. Are seals numbered and recorded on the wash ticket? Yes ___ No ___
8. Do seal numbers correspond to the numbers on the wash ticket? Yes ___ No __
9. Are seals intact with no evidence of tampering?

If No to #'s 6, 7, 8, or 9, Notify Your Management Immediately.

10. As you open the tanker lid:
    Does it smell clean _____ Do you smell off-odors _____
11. Condition of Inside of Tanker: Describe as appropriate _____
    _____
    * Remember, this surface will come in contact with your product, and any residue could contaminate the shipment.
      Is clean and in good shape_____
      Is dirty (describe)_____
      Is damaged (describe)_____
12. Is the following auxiliary equipment clean and in good repair?
    Hoses: Yes ___ No ___ Gaskets and seals: Yes ___ No ___
    Pump(s) Yes ___ No ___ Fittings: Yes ___ No ___
    Vents Yes____ No____

Add any other comments or remarks that you may wish regarding what you observed during the inspection:_____

Recommendation: Accept ____ Reject ____ tanker. Inspector:_____

APPENDIX "D" **EXAMPLE**

Food Grade Tanker Wash Facility Audit Form

General Information
Company:_____
Street Address:_____
City, State, Zip:_____
Phone(s):_____ Fax:_____
Mailing Address:_____
City, State, Zip:_____
Directions from nearest Interstate:_____
_____
Hours of Operation: Monday-Friday _____ Saturday _____ Sunday_____
Contact Person:_____
Product Limitations:_____

Does this facility offer cleaning services outside of normal business hours?
[ ] Yes [ ] No If YES, please note contact person
Name:_____
Phone:_____ Fax:_____

(i) Service Capabilities

Check all offered at this facility:

[ ] Caustic	[ ] Exterior wash
[ ] Detergent	[ ] Drying
[ ] Steam	[ ] IBC cleaning
[ ] Hot / Cold water	[ ] ISO container cleaning
[ ] Kosher wash	[ ] Dry bulk container cleaning

(if Kosher box checked, attach copy of Kosher certificate)
If Other, please note:_____

[ ] Yes [ ] No Does this facility have insurance?
If YES, who is insurance carrier?_____
What are the aggregate amounts?_____

[ ] Yes [ ] No Does this facility routinely check the Bills of Lading from the previous load?

(ii) Chemicals

[ ] Yes [ ] No Does this facility have a chemical use training program for its employees?
[ ] Yes [ ] No Are Material Safety Data Sheets (MSDS) for products handled and used at the facility readily accessible?
[ ] Yes [ ] No Are chemicals used to clean food contact surfaces FDA or USDA approved?
[ ] Yes [ ] No Are the boiler treatment chemicals of food grade?

[ ] Yes [ ] No Are chemical stored in a locked cage or other restricted area?

(iii)Facilities and Equipment

[ ] Yes [ ] No Does this facility have a covered roof to prevent contamination by dirt and other residues?

[ ] Yes [ ] No Is this facility's housekeeping adequate to prevent contamination by dirt, filth, trash, and other residues?

[ ] Yes [ ] No Does this facility have a boiler capable of providing 180 degrees F. water for a minimum of 15 minutes?

[ ] Yes [ ] No Does this facility utilize a sanitary power wash spinner operated to manufacturer's recommended operating conditions?

[ ] Yes [ ] No Does this facility have a permanently mounted thermometer capable of monitoring and recording water temperature at the discharge valve?

[ ] Yes [ ] No Is the piping involved in the cleaning of food grade equipment constructed of stainless steel alloys?

[ ] Yes [ ] No Are safeguards in place to prevent co-mingling of steam, water, and cleaning solutions between food grade and non-food grade systems?

(iv)Water / Wastewater

Please describe water source and any pretreatment systems:_____
_____

Is water source hard? If so, is it softened? Is it filtered? How?_____
_____

[ ] Yes [ ] No Does the facility have a written waste-management program?

What is the disposal method for waste from food grade tank washes?_____
_____

Name and address of the waste water receiving service: _____
_____

Receiving disposal facility's EPA identification number:_____

(v) Audit Recommendations

[ ] Qualified [ ] Not Qualified

If NOT QUALIFIED, list recommendations for qualification:

Signed_____ Title _____ Date_____

Company_____