

APPENDIX 4

International Database for Transport of Feed and Food (IDTF)

The IDTF is an initiative of the International Committee for Road Transport (ICRT) (www.icrt-idtf.com) which includes the main food and feed assurance scheme owners in Europe covering the transport of goods (in the combinable crops and animal feed sectors). TASCC participants are to be made aware of the List of Difference's.

The seven members of the ICRT are:

- OVOCOM vzw, based in Belgium owner of the quality assurance scheme called GMP Animal Feed.
- Qualimat, based in France, owner of the quality assurance scheme called Qualimat Transport.
- QS Qualitat und Sicherheit GmbH (QS), based in Germany, owner of the quality assurance scheme called QS.
- GMP+ International B.V., based in The Netherlands, owner of the GMP+ Feed Safety Assurance Scheme (GMP+ FSA).
- COCERAL aisbl, based in Belgium, owner of the Good Trading Practice scheme (GTP).
- Agricultural Industries Confederation (AIC), based in the United Kingdom, owner of the quality assurance schemes TASCC, UFAS and FEMAS.
- AMA-Marketing is the owner of the pastus+ quality assurance system based in Austria.
- EFISC-GTP, The European Feed and Food Ingredient Safety Certification Aisbl (EFISC-GTP) is the result of the certification schemes EFISC and GTP joining forces, with the support of the European feed/food ingredient sector organisations COCERAL, FEDIOL, Starch Europe, EBB and Euromalt based in Belgium

Launched in April 2012 the IDTF is a list of over 3300 goods, materials and products registered and maintained in an interactive database (in 4 languages) which is freely accessible to all users.

The database is designed to enable quick and efficient consultation via the online facility and is particularly useful for transport operators to check on goods or materials prior to carriage. Searches can be made using a range of criteria and can be exported to excel spread sheets.

The purpose of ICRT/IDTF is the harmonisation of the requirements for bulk transport of products intended for animal feed. The Committee classifies transported products based on hazard analysis and determines cleaning regimes necessary to assure safe feed transport.

Each item on the database is allocated a unique IDTF number and can be cross referenced with common product names.

Since the database is continually developing there are procedures in the IDTF to add new materials or to re-assess existing listed items.

Procedures are available for the re-instatement of load compartments in some circumstances following the carriage of forbidden materials. These involve treatment of load spaces on a risk assessed basis and independent verification.

The categories for classification and cleaning of load compartments are:

- A - Dry clean (brush/vacuum)
- B - Clean with water
- C - Clean with water and cleansing agent
- D - Cleaning and disinfection
- Forbidden/Excluded: Goods not allowed to be carried. NB: under the IDTF rules unclassified goods are forbidden for carriage.

List of differences

In the majority of cases the members of the ICRT agree on the appropriate cleaning regime following carriage of listed goods or materials, however in some cases this is not achievable, perhaps due to national legislation. In such cases this appears as a “List of Differences” and the requirements of the individual scheme(s) are listed.

The requirements of the scheme into which the goods are being delivered should be followed in such circumstances.

Cleaning Methods

Any surface which comes into contact with food or feed must be clean.

Goods and materials listed in the International Database (for the) Transport (of) Feed (IDTF) that are permitted for transport in load compartments used to carry goods covered by this scheme, are given a cleaning classification.

The IDTF Classifications are:

- A - Dry cleaning
- B - Cleaning with water
- C - Cleaning with water and a cleansing agent
- D - Cleaning and disinfection.

The minimum level of cleaning required by the IDTF must be applied after carriage of the goods/materials. However following a risk assessed approach, in some circumstances additional cleaning may be required.

Cleaning applies to the load compartment, the underside of cover sheet and any other surface that may come into contact with the goods being transported. All must be drained and dry before re-loading.

A - Dry Cleaning

In most cases where the material is dry, thorough brushing or vacuuming is sufficient, however if the material is caked or damp washing will be necessary.

B - Cleaning with water

Washing with hot water (70-80c) is recommended wherever possible. Where this is not practically possible cold water may suffice. All surfaces must be dry before handling or coming into contact with goods.

C - Cleaning with water and a cleansing agent

Washing with a hot water (70-80c) solution of any combined food grade cleansing agent (food grade sanitiser/ disinfectant) diluted in accordance with manufacturer's recommendations. All surfaces must be dry before handling or coming into contact with goods.

D - Cleaning and disinfection

Pressure clean with a hot (70-80c) solution of any combined food grade sanitiser/disinfectant diluted in accordance with manufacturer's recommendations. All surfaces must be dry before handling or coming into contact with goods.

Additional cleaning options:

Steam Cleaning and Disinfecting

Where appropriate following a risk assessment, compartments and surfaces may be steam cleaned and treated with an approved non-phenolic food grade disinfectant. All surfaces must be dry before handling or coming into contact with goods.

Infested goods

Where infested goods have been transported, handled or stored and it is not possible or feasible to fumigate or spray and allow sufficient time for the treatment to be effective, all surfaces, including vehicle sheets, must be thoroughly steam cleaned. All surfaces must be dry before handling or coming into contact with goods.

The use of smoke bombs is not effective and is not recommended.