



GLOBAL COLD CHAIN
ALLIANCE®

Sanitary Transportation of Food

What you need to know...



The FDA's STF Rule

Who is Covered?

- Transportation operations of shippers, loaders, carriers and receivers
- Rule covers movement of food in commerce by motor vehicles and rail
- Includes transportation of food in intrastate commerce



Who is Covered?

- Companies involved in the transportation of food intended for export are covered by the rule until the shipment reaches a port or U.S. border.
- Shippers outside the U.S. who:
 - Ship food to the U.S. directly (by truck or rail) or by ship or air, and arrange for the transfer of the intact container onto a motor or rail vehicle for transportation within the U.S., if that food will be consumed or distributed in the United States.
- The rule does not apply to exporters who ship food through the U.S. if the food does not enter U.S. distribution.

Exemptions

- Companies with less than \$500,000 in annual revenue
- Transportation activities performed by a farm
- Food transshipped through the US to another country
- Food imported for future export and that is not consumed or distributed in the US
- Compressed food gases and food contact substances
- Human food byproducts transported for use as animal food without further processing
- Food that is completely enclosed by a container except a food that requires temperature control for safety
- Live food animals, except Mollusca shellfish

Waivers & Other Considerations

- Businesses inspected under the National Conference on Interstate Milk Shipments' Grade "A" Milk Safety Program.
- Food establishments authorized by the regulatory authority to operate when engaged as receivers, or as shippers and carriers in operations in which food is delivered directly to consumers, or to other locations the establishments or affiliates operate that serve or sell food directly to consumers. (Examples include restaurants, **supermarkets and home grocery delivery services.**)
- Businesses transporting molluscan shellfish that are certified/inspected under the Interstate Shellfish Sanitation Conference's (ISSC) National Shellfish Sanitation Program (NSSP).
- Frozen food shipments of food completely enclosed by a container.

Rule Overview

- Goal:
 - Prevent practices during transportation that create food safety risks, such as failure to properly refrigerate food, inadequate cleaning of vehicles between loads, and failure to properly protect food.
- Focus on food safety risks – not quality

STF Roles & Responsibilities



Shipper

- The one who Initiates the load



Loader

- The one who prepares for transport and loads the trailer



Carrier

- The one who physically moves by motor transport



Receiver

- The one who receives the load after transport



General Requirements for All

- Protect food from contamination during transportation operations by raw foods and non-food items in the same load.
- Take measures to protect food not completely enclosed by a container from contamination and cross-contact during transportation operations.
- Ensure proper temperature control to prevent the food from becoming adulterated.

Compliance Dates



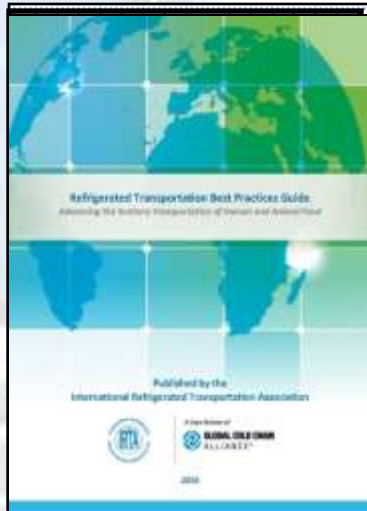
- Effective Date: June 6, 2016
- Compliance Dates:
 - Large Businesses: April 6, 2017
 - Small Businesses: April 6, 2018

Importance of Best Practices

- An Industry Standard to transport temperature control food products safely.
- Provide a comprehensive resource to review current operational practices and then complete a gap analysis.
- A temperature controlled transport resource to improve product shelf life and quality
- Reduce distribution cost by operating transport refrigeration units properly.



Download Now!



www.gcca.org/resources/transportation-guide

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Impacts of Final Rule

- Defines and places responsibilities on shippers, loaders, carriers and receivers
- Much of the burden placed on shippers to set sanitary requirements
- Need for consistency across food supply chain
- Communication across the chain will be critical
- Carrier Training
- Documentation of sanitary transport of food
- Carriers must identify their own Qualified Individual (QI)