

Chapter 6

GOOD MANAGEMENT PRACTICES
TRANSPORTATION OF SHELLED PRODUCT

Revised July 2009

Approved and Adopted by APC Board of Directors, November 6, 2009

These Good Management Practices are not standards nor are they mandatory, but represent consensus thinking on best practices in each area and it is strongly recommended that they be followed.

A. PROCESS DESCRIPTION

Transportation of shelled goods is an important part of the overall peanut quality assurance system. Trucks and railcars should be clean and sanitary as well as secure to prevent any contamination from entering the product during transit.

B. CRITICAL AREAS

1. Inspecting Cars and Trucks Prior to Loading

- Interiors of all standard rail cars and trucks should be clean and free of any dust, dirt, strings, tags, or other debris.
- Walls, ceilings, and floors of boxcars and trucks should be free of any sharp projections such as nails, staples, wire cables, etc... If such objects cannot be easily removed, the car or truck should be rejected.
- A thorough inspection of all transportation containers for potential water leaks should be conducted before loading. Particular emphasis should be placed on any holes or openings to the outside. Doors and hatches should be tight fitting and provided with gaskets where appropriate. If integrity of product cannot be assured, the rail car or truck should be rejected.
- Any rail cars or truck possessing unusual (off) odors such as paint, onions, ammonia, or other strong foreign scent, the car or truck should be rejected.
- Bulk containers used are designed exclusively for the movement of peanuts. Bulk rail cars and trailers are sealed at all times except when cleaning, loading or unloading. Before loading, seals should be checked before removal to ensure no tampering has occurred. If seals are intact, the inside of the bulk unit should be visually inspected for cleanliness. If the bulk container is found unacceptable, reject and contact the owner. Do not attempt any corrective measures except upon direct instructions from the owner of the rail car or truck.
- Document findings on inbound trailer inspection form.

2. Preparing the Car or Truck for Loading

- Containers should not be loaded with product directly in contact with floor or walls. Walls should be lined in accordance with customer specifications.
- It is imperative that bulk loading systems be routinely inspected. If not used daily, bulk loading systems must be inspected prior to each use. The elevator system and the telescopic spouting that enters the car should be checked for any lodged peanuts, which might have remained from previous use. If the system is used daily, it should be cleaned thoroughly.

3. Practicing Caution when Loading Peanuts

- When loading configuration is not specified, peanuts should be as evenly distributed as possible with the minimum number of space voids to prevent load shifts.
- If the designated outbound trailer was an initial inbound, the trailer must be inspected and cleaned to remove any debris or remaining materials from the incoming load.

- Fumigation must only be applied when requested by the purchaser. All fumigation must be performed or supervised by personnel possessing a valid commercial applicators license. Use only fumigants approved by the purchaser and labeled for use on peanuts. These should be applied in the correct quantities and manner as specified on the fumigant label. Pesticide applicator must follow all label requirements. In general, fumigants should not be applied when ambient temperatures do not permit the proper time release of the fumigant. Trucks receiving fumigation should not be released for travel over public highways until they have been aerated and all safety requirements met.
- Upon completion of loading, all doors and openings should be secured with seals, and seal numbers must be recorded on the shipping bill of lading.

4. Practicing Caution when Unloading Peanuts

- Immediately upon receipt of shipment, check that seals are intact and match bill of lading documentation. If not, contact carrier for acceptance justification.
- If the shipment has been fumigated in-transit using phosphine gas, the pre-pacs containing the fumigant should be removed from the rail car and discarded in strict accordance with the manufacturers instructions. Incompletely reacted pre-pacs can be extremely hazardous and must be handled properly by trained personnel.
- Open access doors and perform a general inspection of the product for any shipping damage or water damage. Any claims for damage should be submitted to freight carrier providing the transportation services. Photographs are useful in documenting damages.
- A thorough physical inspection should be performed of product containers as the rail car or truck is unloaded. Particular emphasis should be placed on detecting any live insects or mice. If mice are suspected, a random inspection of bags or boxes should be performed with a black light. Shipments should be rejected if any rodent or insect activity is detected. If possible, any insect evidence found should be held for reference.
- All products should be transferred to pallets or skids. Product is never to be placed directly on the floor.
- Once the product is placed into storage, pallets or product containers should be conspicuously marked as to date placed into inventory. Computer monitoring of inventory location and age is an acceptable alternative to physically marking the individual pallets.