

HACCP-Based Standards Keep Trucking Industry On Track

by Ronald L. Doering



With all the talk about food safety systems from farm to fork and traceability along the food chain, it's surprising how little attention has been devoted to one key part of the food chain—transportation. We now have on-farm HACCP and traceability systems in nearly all food processing facilities, in warehouses and in many retail distribution outlets. Whether produced in Canada or abroad, food travels hundreds or thousands of miles and passes through many hands to reach our grocery store shelves. But what do we really know about food safety standards as the product travels from the producer to the processor, from the processor to the distributor, from primary processor to secondary processing, from distribution to retail, or in the delivery van from retailer to consumer?

Fragmentation of jurisdiction is one reason for the absence of a coherent regulatory regime. Canada's constitution does not allocate transportation to any specific level of government, and court decisions have resulted in a veritable patchwork of regulations. Municipal, provincial and federal regulations oversee different aspects of transportation systems across all modes, but there has been little attention devoted to food safety.

Recent large recalls of products imported from China and the US have highlighted the question of the safety of imported products. Canada now imports food from over 100 countries, all of which must be transported here by boats, planes, trains and trucks. But

recent food security concerns have highlighted how little actual control or knowledge there is about transporting agricultural products and food across borders. At the same time, the US Bioterrorism Act has created major new requirements for products going into that country.

It won't surprise anyone who travels our major highways to learn that trucks transport 80 to 90 per cent of all consumer products—including foodstuffs—moving within Canada and North America. In fact, every day, Canada gets 6,000 truckloads of food from the US alone. Happily, the trucking industry has not yet been identified as a significant source of contamination of food borne illness. However, the Canadian Trucking Alliance (CTA) is being proactive by developing, with the CFIA, an innovative HACCP-based Trucking Food Safety Program (TFSP) that meets the food safety requirements of food industry shippers. The CTA's approach has been to develop a "core program" with the food safety building blocks relevant to all trucking companies, and then develop a series of commodity-specific modules depending on the needs of individual carriers. The core program has very specific food safety prerequisites and detailed standard operating procedures, as well as rigorous annual audits.

Other benefits of the Trucking Food Safety Program include: being able to show your customers that you have taken all reasonable steps to ensure food safety within your transportation systems; cost savings from reduced risk of recalls and product destruction, streamlined procedures, and fewer expensive food

safety incidents; the ability to demonstrate best practice policies and procedures with clear, comprehensive, yet easy-to-use documentation; minimizing your exposure and liability by identifying and controlling your food safety risks using scientifically established and operationally proven control points; and improving your ability to transport food products across the Canada/US border.

Eight transportation companies have now received full accreditation under the CTA Food Safety Program and over 40 are now in various stages of development towards accreditation.

Brad MacCallum is the president of Kasar Canada Ltd., which acts as the program registrar. He advises that, "Most of the carriers now accredited have done so to meet the requirements of a major new customer (shipper). A second, very tangible economic benefit has been a reduction in product rejections and load claims. We have examples of carriers recovering the cost of adopting the TFSP within the first year through reductions in claims and improving operating costs."

This is an idea whose time has come. For more information, please visit www.kasarcanda.com. ■

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