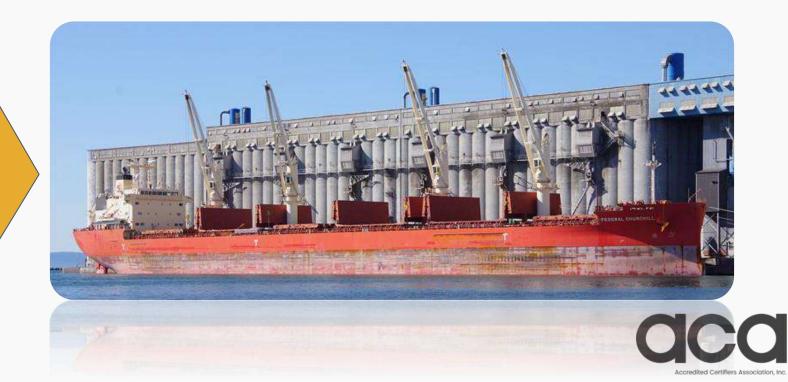


Inspection and Supervision of Bulk transportation

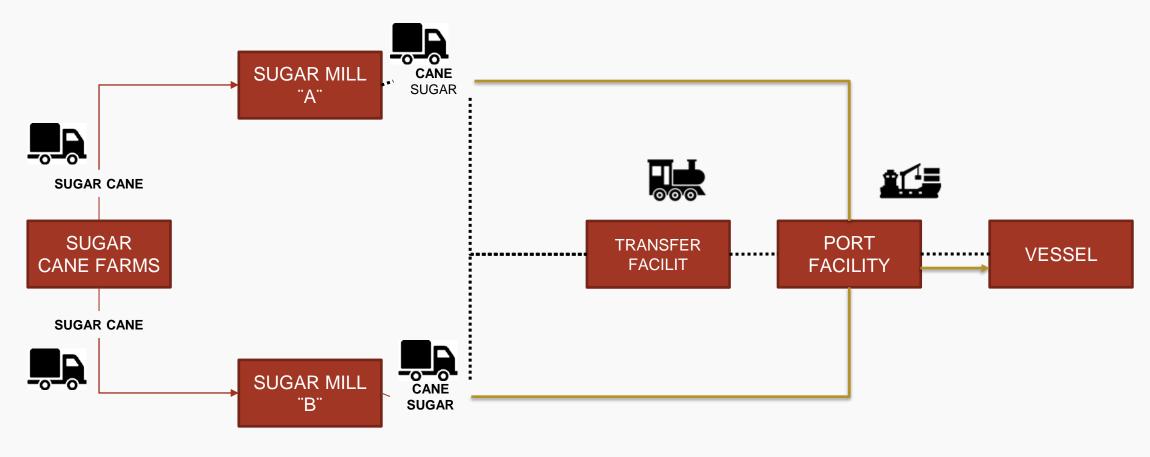
Presented by Ag. Eng. Pedro Landa – OIA (Organización Internacional Agropecuaria)



Bulk transportation by Vessel



Non Food Grade Organic Sugar Cane exported in bulk

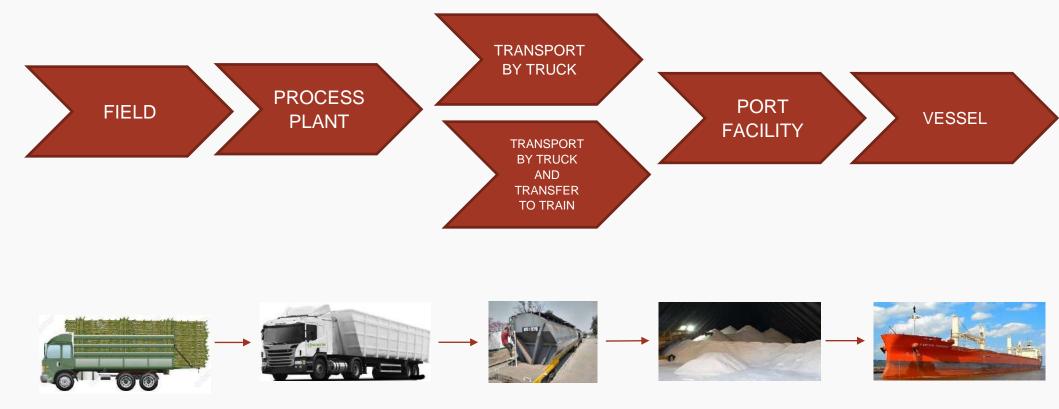


Example of sugar movements using multimodal transport (Truck, train, vessel)

Example of sugar movements using multimodal transport (Truck, vessel)



Example of sugar movements using multimodal transportation (Truck, Train, Vessel)





Potential Risks Affecting the Product Flow





Main Risks Addressed

Organic Quantity (Traceability)

Organic integrity of the product received in both trucks and train cars

Conditions for cleaning trucks, train cars, cells and loading dock

Contamination of the product with prohibited substances



Measures Addressing the Risks

Analysis and Evaluation of Yield at Field and Industry levels

Traceability system

Organic integrity of the product received

Conditions for cleaning trucks, transfer yard and train carriage

Evaluation of the conditions mentioned in the potential contamination of the product with foreign materials and / or prohibited substances

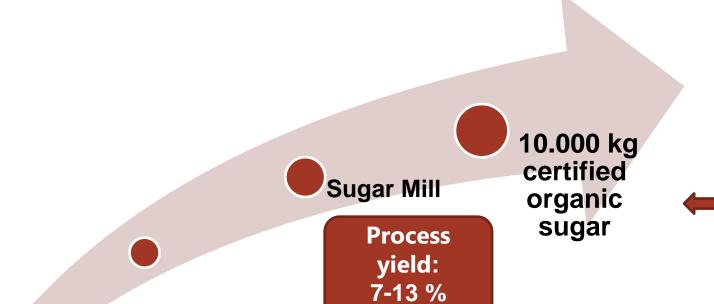


Where the measurements are taken





First Steps of Product Flow



Cane Sugar Farms 100.000 kg of certified organic cane

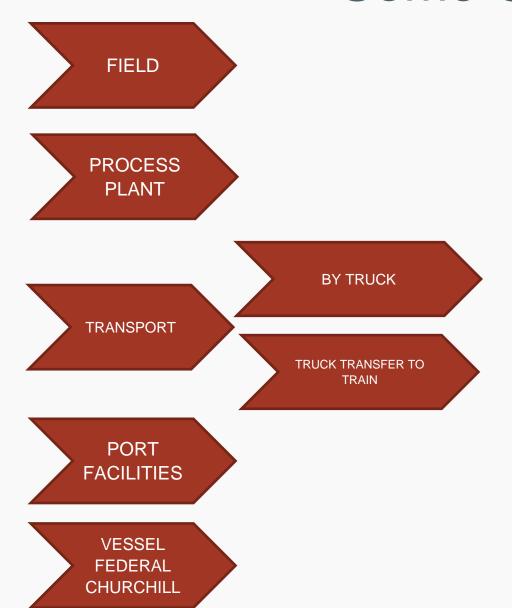
Farm yield: 50 to 150 tn/ha

Certified operator





Some Control Measures



Some Procedures and Records to be reviewed

Transport Documents

Weighing

Cleaning

Loading

etc.



Transfer Unit

Transfer of bulk organic sugar from trucks to train carriage

Weighing control at the entrance and waiting in the unloading sector.

Verification of weighing ticket and seal number of each piece of equipment.

Unloading at the transfer yard

The movement from the transfer yard to the train cars is performed using Frontal Loaders

The loaded wagons head to the Port Terminal for unloading.





Main risks in the Transfer Unit







Trucks in which the product is received.

Transfer yard.

Train cars where the product is loaded.



Risk mitigation measures at the Transfer Unit

Train Carriage cleaning

Frequency of cleaning: before the first load and after the last load, before the change of goods.

Products used: No chemicals are used.

Methodology: Dry cleaning before loading sugar and wet cleaning after loading sugar.









Risk mitigation measures at every point of transfer of the product





Verification of the cleanliness of work elements



PORT TERMINAL

Cell reception (cell N for truck reception / cell O for train car reception)

Truck reloading in Cell

Loading of goods at dock









Risk mitigation measures





Receipt of sealed trucks

Control of transport documents /
Control of quantities and origin of
goods







Supervision at the time of unloading



Risk mitigation measures at storage in the Port Terminal



Deposit during cleaning



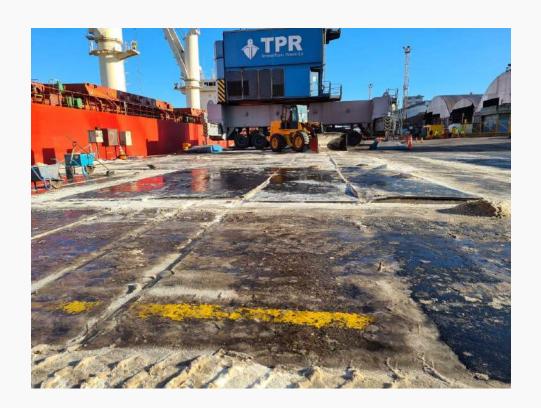
Clean and dry deposit

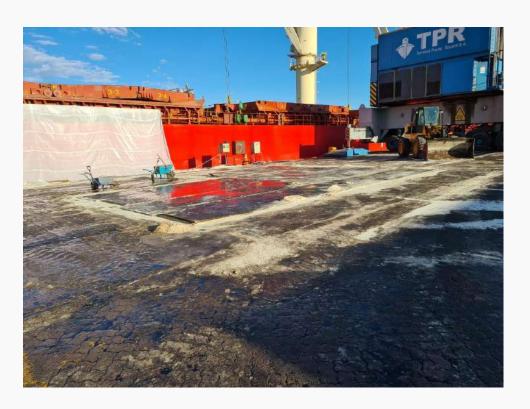




Movement of product from port storage to Docks to be loaded in the vessel

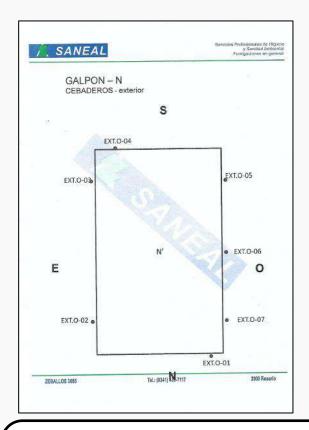






Floor protection with steel plates









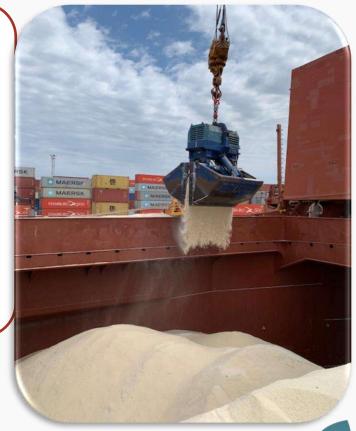




The cells used (N and O) are equipped with numbered baits for pest control. They are anchored to the floor and a record is kept of the locations of each bait by plan, as well as periodic control of the same.

Vessel

The port complex's own loading clamshells and dump trucks are used exclusively for bulk organic sugar while the ship is being loaded. Both the clamshells and the dump truck(s) involved in this operation are washed with pressurized water before the transfer process begins.





THANK YOU