

codex alimentarius commission



FOOD AND AGRICULTURE
ORGANIZATION
OF THE UNITED NATIONS

WORLD
HEALTH
ORGANIZATION



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Agenda Item 4a)

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JOINT FAO/WHO FOOD STANDARDS PROGRAMME CODEX COMMITTEE ON FATS AND OILS

Twenty-first Session

Kota Kinabalu, Malaysia, 16 -20 February 2009

CODE OF PRACTICE FOR THE STORAGE AND TRANSPORT OF EDIBLE FATS AND OILS IN BULK

PROPOSED DRAFT CRITERIA TO ASSESS THE ACCEPTABILITY OF SUBSTANCES FOR INCLUSION IN A LIST OF ACCEPTABLE PREVIOUS CARGOES

COMMENTS AT STEP 3

MALAYSIA

Malaysia notes and agrees to the importance of and the need of for criteria to assess possible risks of contamination from the immediate previous cargoes in the transport of edible oils and fats. Therefore Malaysia supports the development of the criteria for assessing substances for inclusion in the List of Acceptable Previous Cargoes.

However, Malaysia proposes that these criteria should only apply for the inclusion of new substances. The substances in the current Draft and Proposed Draft List of Acceptable Previous Cargoes in the Code of Practice for the Storage and Transport of Edible Fats and Oils in Bulk at Step 6 and Step 3 respectively should be retained without further assessment. The two lists have been discussed by several sessions of this Committee. Any further delay in the adoption of the lists should be avoided to facilitate the work in Codex.

Malaysia also supports the four (4) criteria established by the Expert Group. Malaysia agrees with the proposal stipulated in Criterion 2, as the ADI (or TDI) is an important parameter for evaluating toxicological aspects of the substance. However, Malaysia is of the view that the recommended ADI (or TDI) of 0.1 mg/kg bw/day needs to be revised to a lower and more practical level. This is necessary in view of the fact that in establishing this limit, the Expert Group has assumed the worst case scenario for all relevant factors such as amount of oils and fats consumed, body weight, maximum residue level of previous cargoes etc., and in the practical situation, this worst case scenario rarely occurs. As current trade practices (as normally stipulated in the contracts) require all tanks involved in carriage of edible oils and fats shipments to be thoroughly washed, cleaned, dried and inspected for suitability before any cargo is loaded, thus minimizing the risk of retaining the maximum level of residue of previous cargoes. Furthermore, with the implementation of the new International Maritime Organization (IMO) Annex II Shipping Regulations in January 2007, all ships carrying vegetable oils must be able to strip down to 75 litres (as against 100 litres prior to 2007). This will thus reduce the maximum residue level of previous cargoes in the ship tank.