



BULK AND LIQUID TRANSPORT POLICY

United Sugars Corporation (USC) is dedicated to providing the highest quality product to our customers, as demonstrated through close management of our manufacturing, distribution, and transportation processes. Our policies are designed to comply with all food safety regulations, including CFR 21 Part 110, and are strictly enforced in order to eliminate any risk of contamination. Here is a summary of our food safety policies for transportation:

Motor Carriers – All carriers used for delivered shipments are under contract with USC, and legally bound to comply with our policies as well as all federal, state, and local regulations governing transportation and food safety.

Equipment – Trailers must be food-grade, and can never have hauled hazardous material.

Pre-Load Inspection – Trailers must be inspected thoroughly prior to loading. Any trailer found not suitable for loading must be repaired and/or washed prior to loading.

Prior Commodities Authorized – Carriers must maintain a complete list of all commodities hauled in each trailer. Only the following are authorized as prior commodities in trailers used to haul sugar:

Dry Bulk Trailers

- flour
- starch
- dextrose
- crystallized fructose
- corn meal & dry corn products
- salt
- barley
- rice
- soybeans & dry soy products
- oats & dry oat products
- potato products
- malt & dry malt products

Liquid Trailers

- clear, non-flavored beverage alcohol
- caramel color
- food grade citric acid
- corn syrups
- high fructose corn syrups
- liquid dextrose
- liquid invert
- liquid sucrose
- manitol
- sorbitol
- potable water
- carbonated beverage syrups

Dry Bulk Trailer Washing – Bulk trailers must be washed before being put into sugar service. Trailers must be washed if seal security or strict chain-of-custody is breached. Sugar trailers are typically washed every 90 days depending on usage; however, a wash cycle is not specified so trailers dedicated to sugar may be used for an extended period of time without introducing a risk of contamination as long as seal security is maintained and trailers remain fit for loading.

Liquid Trailer Washing – Liquid trailers must be washed within 24 hours of loading. Trailers may handle multiple sucrose shipments to the same customer if loaded within 24 hours of the original wash, and if seal security is maintained and the trailer remains fit for loading.

Wash Tickets – United Sugars takes sole responsibility for determining compliance with our wash policy and ensuring trailers are suitable for loading food product. Wash tickets are verified by United Sugars and copies must be retained by the carrier. Carriers are not expected to provide copies of wash tickets to the customer upon delivery.

Trailer Seals – Numbered seals must be used on all trailer access points and listed on the bill of lading to ensure chain-of-custody is maintained. Bulk trailers must have all access points sealed at all times, whether loaded or empty. Any seals removed by the customer, should be replaced by the customer; and any seals removed by the driver, should be replaced by the driver. Replaced seals must be written on the bill of lading or other document for tracking purposes before departing. Liquid trailers must remain sealed while loaded and at all times while under a valid 24-hour wash ticket. Hoses must be capped when not in use. Hoses must be individually sealed only if not contained within a sealed cabinet or hose tube. Truck Blowers may be sealed or locked when not in use. The motor carrier takes responsibility for the fitness of the truck blower and prevention of contamination risk. Truck blowers supply filtered-air, so an unsealed blower is not grounds for rejection. If unsealed, the blower should be run prior to hooking to the trailer to ensure the air line is clean. Blower seals may, or may not, be recorded on the bill of lading; and, since the loading truck will not always be the delivering truck, blower seal numbers are not required to match a seal number listed on the bill of lading.

Standard Delivery – Standard equipment for dry bulk deliveries is a pneumatic tanker using 20 feet of 4-inch hose with a female cam-lock coupler. Air is supplied up to 15 PSI max. by a truck-mounted blower. Standard equipment for liquid deliveries is a rear-unload tanker using 20 feet of 3-inch hose with a female cam-lock coupler. Liquid tankers have self-contained pump units. Customers may choose to supply their own air or pumps for unloading trailers. Any special system/connection requirements must be communicated prior to delivery. Customers should instruct drivers on proper hook-up, and inspect connections prior to giving the authorization to begin unloading. Receiving procedures, any required lab analysis, and unloading of product must be completed within two hours or will incur additional charges for detention.

In-Line Screens – USC prohibits the use of in-line screens in bulk unloading lines because of contamination risk, sugar crystal degradation, and longer unload times caused by the in-line restriction which may also result in blower overheating and high air supply temperatures.

Special Delivery Instructions – Any customer requirements outside of those described here must be agreed to by United Sugars in advance and must also be clearly posted and communicated to drivers at the delivery location.

United Sugars and our carriers work diligently to ensure the quality and integrity of our product throughout our supply chain. Our policies provide peace of mind and eliminate additional work for our customers. Please contact your United Sugars representative if you have additional questions or concerns. Thank you for your confidence, and for your business!