

Pilot Summary as at the 22nd January 2021

BARCODES IN LIEU OF SHIPPING MARKS PILOT PROGRAM FOR FRESH MEAT PRODUCTS FROM AUSTRALIA FSIS NOTICE 62-10

The pallet pilot used a number of different supply chains from a number of Australian export establishments through to a number of import inspection facilities and end users.

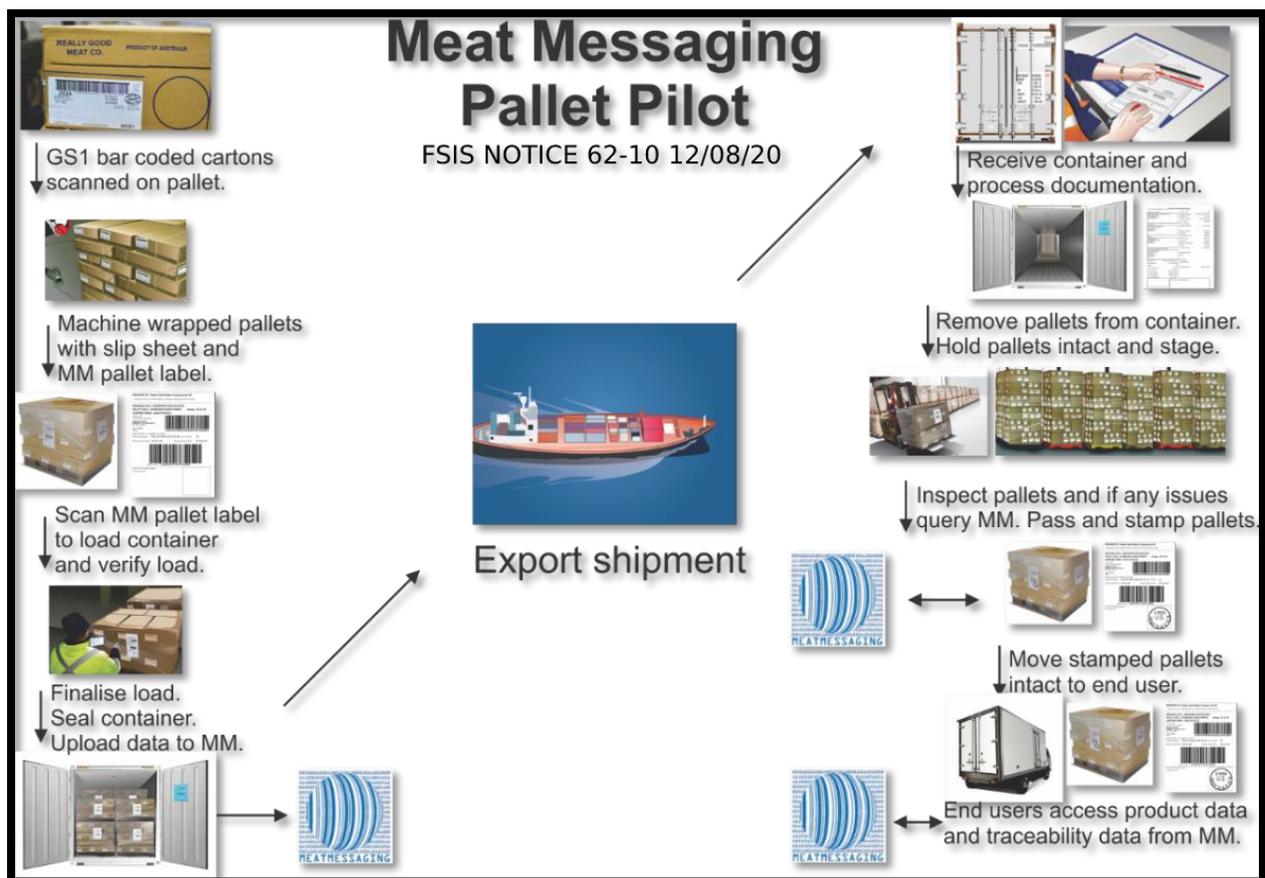
Throughout the pallet pilot protocol, 3 establishments, 2 inspection facilities in Houston and Philadelphia and 2 final users combined to make 12 different combinations. To date, there have been 13 consignments that have successfully demonstrated compliance to the FSIS pallet pilot.

The first shipment that completed the protocol was inspected on the 20th of August, 2020 and the last shipment was completed on the 22nd of January, 2021 in Philadelphia.

The gap between consignments is intentional to manage the delays in shipping and inspections throughout what has been experienced since mid-2020.

The diagram below shows the summary of steps for the updated pallet pilot protocol applied by the shipments. The FSIS notice 37-19 was updated to the FSIS Notice 62-10 on the 2nd of December 2020 which updated the list of participants involved in the pallet pilot.

The FSIS Notice 62-20 can be accessed here: https://www.fsis.usda.gov/wps/wcm/connect/0cfb11da-b4e1-4d7f-a27d-6e6904526ded/62-20.pdf?MOD=AJPERES&CONVERT_TO=url&CACHEID=0cfb11da-b4e1-4d7f-a27d-6e6904526ded



The sequence of images below shows the loading of a pallet pilot consignment:



Image 1: Pallet showing pallet label with SSCC and pilot pallet shipping mark.



Image 2: Pallets with pallet labels loaded into container

Video of the loading process can be found here:

[https://www.meatmessaging.info/video/Loading Meat Exporting to the U.S Using Slip Sheets and Meat Messaging.html](https://www.meatmessaging.info/video/Loading_Meat_Exporting_to_the_U.S_Using_Slip_Sheets_and_Meat_Messaging.html)

The sequence of images showing the unloading of pallet pilot consignment:



Image 3: Unload the slip sheet pallets with the SSCC pallet label viable on the pallet.

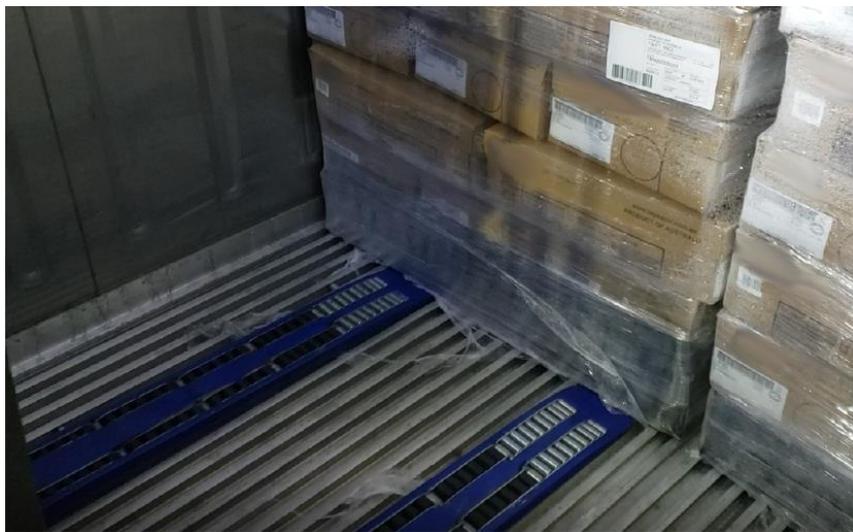


Image 4: Roller forks being slid under the slip sheet pallet

Details: The Roller Forks can be used for palletless handling. Roller Forks are in fact 'standard' lift truck forks with two layers of rollers. When the under most row of rollers touches the floor, it causes the uppermost rollers to rotate in the opposite direction whereby the forks slide under the slip sheet without disturbing the products. When the forks are lifted up, the rollers 'fall' downwards and place the products securely on the upper side of the forks, enabling the products to be unloaded in the opposite loading order.



Image 5: Stamped Pilot label after inspection.

Video of the unloading process can be found here:

https://www.youtube.com/watch?v=ujlv_XxpINU

Video showing the use of roller forks unloading pallet pilot:

<https://www.youtube.com/watch?v=vLEyOMpy3X8>

Last SSCC - 00093322180000220316

Comp. prefix	Name	Est. no.	Contact
9332218	Really Good Meats		John Smith

Logistics information / Movement history:

Date	Message ID	From country	Est no.	Move type	Status	To country	Group/ Pallet SSCC	Transport unit
202006081719	093322180000220316	AUSTRALIA	2784	Export	OPEN	UNITED STATES OF AMERICA	00893322180001787500	CN

Image 6: Search results detail on one of the consignments uploaded into Meat Messaging industry portal.

SOME OF THE LEARNINGS FOR THE 13 CONSIGNMENTS TO DATE INCLUDE:

1. The wrapping of pallets and the application of the pallet label must be suitable to maximise protection and retentions of the label.
2. The top surface of the bottom pallet must have a suitable protective layer to minimise the potential for damage related to the use of roller forks.

Upon the final shipment of the latest pallet pilot, 3 boxes were rejected from the shipment because the boxes were damaged. The top of the boxes were ripped from the teeth of the forklift by human error. The images below are from the pallet pilot and show the damage that can be done without having a slip sheet on the top of the crate as seen on the images below.



Solution:

- Placing slip sheets on each crate when loading and unloading is pivotal. Adding slip sheets to the top of crates, whether it is placing the block into the container or removing it from the container, slip sheets need to be on the top and bottom of the block with machine wrap. If the top is exposed, it will result in damage due to human error when operating forklifts. See the demonstration below for a basic guide on where to place slip sheets. Utilising slip sheets that have a thickness of 800um is pivotal to its successful utilisation. They are designed to withstand the elements, they won't crack, won't split and won't absorb moisture.



3. Stamps being smeared off the pallet labels

The labels from a shipment to the US in August, shows the stamps had been smeared off. The ink used from the stamp is not suitable for the labels materials and is causing it to be smeared off in the handling process. The images below are from the pallet pilot this:



Solution:

The stamps used for certification need to have ink that is suitable for non-porous surfaces.

Using Solvent ink pad designed for NON-POROUS surfaces including glass, metal, shrink plastic, laminated paper, cellophane, aluminium foil, leather & acrylic. Does not require re-inking the stamp pad between uses. Low odour, archival and acid free.

Conclusion

The pilot consignments to date have demonstrated that the pallet pilot protocol is robust and sufficient to be successfully followed along different supply chain.

The Meat Messaging pallet pilot protocol has been shown to be operationally and commercially feasible. It has proved that the alternative to applying shipping marks on individual cartons by moving intact pallets, identified with inspection stamped placard, through the supply chain to the end-user is viable.

The pilot has illustrated that the protocol can improve the operational efficiency, visibility and traceability of the supply chain for those organisations that currently utilise the GS1 system for numbering and barcoding by the access to consignment details and product information. For information on the GS1 standards for carton, pallets and consignments visit GS1 US <https://www.gs1us.org/>.

More pallet pilot explanatory details are available at <https://www.meatmessaging.info/palletising.asp>

Additional pilot consignments will continue as planned to ensure sufficient replication of the pilot protocol through the nominated combinations of supply chains.

The delays that have occurred through 2020 with production schedules as well shipment and inspection throughput have resulted in the pallet pilot anticipated number of pallet pilot consignment not being achieved until the end of the calendar year 2021.

Appendix

1. All Carton Serial Number Report
https://www.meatmessaging.info/docs/All_Carton_Serial_Number_Report_Shipment_TBN000220316.pdf
2. Video of Unloading Container Using Fork Lifts and Roller Forks
https://www.meatmessaging.info/video/Unloading_Container_Using_Fork_Lifts_and_Roller_Forks_Shipment_TBN000220316.html
3. YouTube videos related to the pallet pilot https://www.youtube.com/channel/UCWIG5aYarc_MJ3EDIN5ghBg