

Chapter 2.11 Warm Meat

This chapter details the requirements for the transport of warm meat from FSA approved abattoirs

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1. Introduction

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1.1 Background

(EC) No 853/2004 requires meat to attain a specific core temperature (7°C for carcase meat and 3°C for offal), arrived at by a continuous decrease in temperature following the slaughter and dressing process in slaughterhouses. This temperature must be reached before the meat leaves the slaughterhouse and must also be maintained during storage and transport.

(EC) No 853/2004 also requires that during cutting, boning, et cetera at cutting plants meat is maintained at or below the temperatures above (with some flexibility in cutting plants co-located with a slaughterhouse).

The Regulation provided a derogation for meat to be transported before it has attained that temperature if meat is intended for the production of specific products and if the competent authority (CA) authorises it. The Regulations also state the conditions that must be met for such authorisation to be provided. This derogation has been applied in the UK.

(EU) No 2017/1981 came into force on 21 November 2017 and introduced changes to the derogation in three key aspects:

- firstly, the derogation for the transport of meat intended to be used for the production of specific products can only be used if such transport is justified for technological reasons
- secondly, it introduced more flexible approaches to the temperature conditions during transport of carcases or part carcases (half carcases, quarters, or half carcases cut into three wholesale cuts)

- finally, carcases or part carcases which have been transported taking advantage of the derogation immediately above may be boned and cut prior to reaching a core temperature of 7°C at the establishment of destination, provided the air temperature ensures a continuous decrease of the temperature of the meat and it is chilled subsequently until it reaches 7°C, if not already below

The use of the revised derogations in bullet point 2 above are dependent authorisation by the CA. The derogations specify requirements for the meat core and surface temperatures, maximum times for reaching required surface temperatures, transport air temperatures, and are subject to FBOs demonstrating acceptable levels of carcase surface microbiological contamination. These all vary depending on the intended duration of the journey to the establishment where the meat is to be chilled to a core temperature of 7°, and the species of meat.

The temperature conditions during the transport of fresh meat must not deviate from the principle that the meat should reach 7°C by a continuous decrease of temperature before being placed on the market.

1.2 Legal requirements

1.2.1 Legislation

(EC) No 853/2004, Annex III, Section I, Chapter VII, 3. Amended by:

(EU) No 2017/1981, Article 1

Meat must attain a core temperature of 7°C (carcase) or 3°C (offal) or less before transport and remain at that temperature during transport. However, slaughterhouse FBOs may be authorised for:

- a) the transport of meat at temperatures higher than the above for the production of specific products for which such transport is justified for technological reasons, or
- b) the transport of carcases, half carcases, quarters or half carcases cut into no more than three wholesale cuts that have been partially chilled but have not yet reached a core temperature of 7°C, subject to certain conditions being met.

In addition, FBOs at businesses receiving the carcases or part carcases in point b above may bone and cut those prior to reaching a core temperature of 7°C if meat is subjected to temperatures that ensure a continuous decrease of the temperature of the meat and the meat is chilled to 7°C as soon as it is cut.

Updated [Transport of over temperature meat to the EU and Northern Ireland

Delegated Regulation (EU) 2024/1141 came into force on 9 May 2024 which amended Regulation (EC) 853/2004. This included a number of changes to Annex III, Section I, Chapter VII (3) in particular laying down requirements for recording and monitoring surface temperatures of meat.

Food business operators should be aware that they need to comply with these requirements if they wish to despatch over temperature meat to the EU and to Northern Ireland].

1.2.2 Authorisation for the transport of meat intended for production of specific products ('warm' meat)

Transport of meat that has not been chilled to a core temperature of 7°C (carcase) or 3°C (offal) may be authorised to produce specific products provided that:

- the transport of that meat from one establishment to another takes place in accordance with the requirements specified by the CAs of both origin and destination
- the meat leaves the slaughterhouse, or a cutting room on the same site as the slaughterhouse, **immediately** (interpreted as up to 3 hours from the completion of the post-mortem inspection of the first animal slaughtered to be transported warm to the departure of the vehicle)
- transport takes **no more than two hours**
- the need for meat to be transported before it is chilled **is justified for technological reasons**

Note: 'specific products' can be any product for which the CA grants an authorisation and specifies the requirements to be respected. However, this derogation is only allowed when the chilling may not contribute to the technically most appropriate processing of the product and where it is better the product is not chilled before starting or carrying out transport. It may be used for the transport of meat, whether carcase or offal.

FBOs wishing to transport over temperature meat to produce specific products must justify the technological reasons for which the product must remain above the temperature described in Annex III, Section I chapter VII 1(a) of 853/2004 as amended prior to obtaining authorisation.

1.2.3 Authorisation for the transport of partially chilled carcases, half carcases, quarters or half carcases cut into three wholesale cuts

The transport of partially chilled carcases or part carcases of bovine, ovine, caprine and porcine animals may start before a core temperature of 7°C is attained providing that:

- the slaughterhouse FBO has received written authorisation from the CA (the FSA) to dispatch partially refrigerated carcases or part carcases
- the slaughterhouse FBO food safety management system based on the HACCP principles caters for the transport of partially chilled carcases or part carcases and temperature is monitored and recorded
- the vehicle transporting the partially chilled carcases or part carcases is fitted with an instrument that appropriately monitors and records the air temperatures
- the transport vehicle must only collect the partially chilled carcases or part carcases from one slaughterhouse (but multiple drops are permitted)
- if the transport vehicle has both carcases chilled to a core temperature of 7°C or below and partially chilled carcases or part carcases, then the partially chilled carcases or part carcases must have a maximum core temperature of 15°C
- the slaughterhouse FBO must provide a declaration that accompanies the consignment stating:
 - the duration of the chilling before loading
 - the time at which the loading of the carcases or part carcases started
 - the surface temperature of the meat at the time loading started
 - the maximum air temperature at which the carcases or part carcases may be subjected during transport
 - the maximum transport time permitted
 - the date of authorisation to use the derogation and the name of the CA (for example the FSA)
- the FBO of destination has notified the CA (which in the UK may be the FSA or the local authority (LA) before receiving for the first time partially chilled carcases or part carcases, and
- the slaughterhouse FBO can demonstrate compliance with the temperature and microbiological requirements that apply to the specific duration(s) of transport for which they have been authorised. These are outlined in the table below:

For a maximum transport time of **6** hours:

Species	Surface temperature (2)	Maximum time to chill to surface temperature (3)	Maximum transportation air temperature (4)	Maximum daily mean carcase aerobic colony count (5)
Ovine and caprine	7°C	8 hours	6°C	log10 3.5 cfu/cm ² (2.8)
Bovine	7°C	20 hours	6°C	log10 3.5 cfu/cm ² (2.8)
Porcine	7°C	16 hours	6°C	log10 4 cfu/cm ² (3.3)

For a maximum transport time **(1)** of **30** hours:

Species	Surface temperature (2)	Maximum time to chill to surface temperature (3)	Core temperature (6)	Maximum transportation air temperature (4)	Maximum daily mean carcase aerobic colony count (5)
Porcine	7°C	16 hours	15°C	6°C	log10 4 cfu/cm ² (3.3)

For a maximum transport time of **60** hours:

Species	Surface temperature (2)	Maximum time to chill to surface temperature (3)	Core temperature (6)	Maximum transportation air temperature (4)	Maximum daily mean carcase aerobic colony count (5)
Ovine and caprine	4°C	12 hours	15°C	3°C	log10 3 cfu/cm ² (2.3)
Bovine	4°C	24 hours	15°C	3°C	log10 3 cfu/cm ² (2.3)

(1) The maximum transport time is the maximum time allowed **from the start of loading the meat until the moment it reaches its final destination**. In the event of any delays, this maximum transport time must be shortened by the duration of the delay, ie a delay of 2 hours in loading for a 6-hour journey will mean that the maximum transport time will be 4 hours.

(2) Maximum surface temperature at loading.

(3) The surface temperature is accompanied by a maximum time to chill which is the maximum time allowed from the moment **of killing** until the product reaches the maximum surface temperature.

(4) The maximum transportation air temperature varies depending on the length of transport and the species and is the maximum temperature to which the meat should be subjected at loading and for the duration of the transport.

Multiple drop-offs are allowed but all must be completed within the maximum time of transport.

(5) Maximum daily mean carcase aerobic colony count (ACC), using a rolling window of 10 weeks. This is the sampling required under (EC) No 2073/2005. In the UK weekly sampling is required collecting samples from five carcases and changing the day of sampling each week so that each day of the week is covered (where this is feasible, as not all slaughterhouses process all species every day).

Note: the daily mean carcase ACC is to be calculated by first taking a log value of each individual test result and then calculating the mean of these log values.

In a rolling window approach a sufficient number of sampling units (n) is collected for a defined period of time (the 'window'). The results of the latest 'n' sample units are compared with the microbiological limits (m, M) using the acceptance number 'c'. As a new result from the sampling period is available, it is added to the window while the oldest result is removed.

For the purposes of Regulation (EU) 2017/1981 read in conjunction with Regulation (EC) No 2073/2005:

- $m = \log_{10} 3.5 \text{ cfu/cm}^2$ or $\log_{10} 4 \text{ cfu/cm}^2$ or $\log_{10} 3 \text{ cfu/cm}^2$ (adapted as required to the non-destructive method)
- $M = m$
- $n = 10$ (taken as the mean of 5 samples in a day, for 10 weeks)
- $c = 0$ (the daily mean ACC must be at or below 'm')

The figures in the legislation refer to the results using the excision method. **Those between brackets denote the equivalent maximum daily mean when using the swabbing method for sampling**

(6) Core temperature: this measurement is applicable for transport times of 30 and 60 hours. This temperature is to be taken at the time of loading and thereafter at the thickest part of the carcase.

1.2.4 Cutting and boning of meat transported under the derogation for partially chilled carcases or part carcases

Carcases, half carcases, quarters, or half carcases cut into no more than three wholesale cuts may be boned and cut prior to reaching a core temperature of 7°C when they have been transported under the derogation set out in point 1.2.3 above.

In this case, throughout cutting or boning, the meat must be subjected to air temperatures that ensure a continuous decrease of the temperature of the meat. As soon as it is cut and, where appropriate, packaged, the meat must be chilled to at least 7°C if it is not already below this temperature.

Meat must remain in the establishment of destination until the required core temperatures has been reached. In the UK, this is 7°C at approved establishments under EU legislation, and 8°C at any other establishment as required by UK domestic legislation.

2. Authorisation of premises

In this section

[**2.1 Transport of over temperature meat intended for the production of specific products**](#)

[**2.2 Transport of partially chilled carcases, half carcases, quarters and half carcases cut into no more than three wholesale cuts**](#)

[**2.3 Authorisation procedure \(all establishments\)**](#)

2.1 Transport of over temperature meat intended for the production of specific products

2.1.1 Authorisation of slaughterhouses

Slaughterhouse FBOs wishing to make use of the derogation must complete the application form 'Application for the transport of meat intended for the production of specific products' (annex 1) which will be reviewed by the OV. Where the OV is not satisfied the conditions can be met then the OV will inform the FBO that the authorisation cannot be recommended and the reason for this.

Providing the OV is satisfied that the necessary requirements can be complied with the OV will complete section 2 of the application and submit this to the Approvals and Registrations Team. It

will then be reviewed centrally by the FSA, in particular to consider the technological reasons that apply, before an authorisation can be granted.

The application will need to record:

- the names and addresses of the establishments which will receive the meat and the estimated duration of transport to the destination (considering whether they will usually be sent directly or be part of a multiple drop delivery)
- where applicable, the name and address of any FBO acting as intermediary between the slaughterhouse and the establishment of destination, especially where the slaughterhouse operator does not know where intermediaries (dealers) are transporting the meat and this is deemed to be commercially sensitive information
- the species of animals and the type of meat intended for the production of specific products to be transported to each receiving establishment
- a general description of the technological reasons for which the meat must be transported over temperature

The authorisation documents will be issued by the Approvals and Registrations Team. All authorisations, where granted, will be limited to the types of product and destinations in the application documents(s).

2.1.2 Establishments of destination

Conditions may be imposed in certain circumstances on the establishments of destination. For example, the CA for the establishment of destination may impose conditions upon the processing of the specific product.

In some slaughterhouses the FBO may not know the establishment of destination of the meat, for example when this is purchased by an intermediary who will distribute the meat to other customers. As the list of customers supplied by the intermediary may be commercially sensitive information, then the slaughterhouse operator may be allowed to supply over temperature meat to intermediaries on condition that the latter has provided the OV with a list of their customers with their name and address, their CA and the estimated duration of transport. Updated [In these cases, the OV must include these details as part of the application for authorisation]. This information will be held by the FSA and will not be shared with the slaughterhouse FBO.

If an intermediary (or any other customer) who intends to collect meat intended for the production of specific products does not provide the information required above, then the slaughterhouse FBO will not be authorised to supply meat that has not reached the required core temperature to that customer. This customer may however be supplied with meat that has been chilled to the required core temperature (7°C for carcases and 3°C for offal) at the slaughterhouse.

Authorisations for the transport of meat for the production of specific products consist of two documents:

- The actual authorisation, with an indication of the maximum transport times that apply
- An annex listing the destinations to which deliveries can be made, as detailed in the application document

An authorisation may be issued that does not include one or several of the destinations in the application document. This will apply when the CA of the establishment of destination has advised the latter cannot comply with the requirements to bring the temperature down to the required level.

All establishments are required to keep adequate traceability records and make these available to the FSA, on request, without undue delay. Records should be kept for a minimum of three

months.

2.2 Transport of partially chilled carcases, half carcases, quarters and half carcases cut into no more than three wholesale cuts

2.2.1 Authorisation of slaughterhouses

The slaughterhouse FBO must complete the application form 'Application for the transport of partially chilled carcases, half carcases, quarters and half carcases cut into no more than three wholesale cuts' (annex 2) which will be reviewed by the OV.

The application will need to record:

- the maximum duration of travel for which the authorisation is sought
- the species of animals

Note: this derogation only applies to red meat carcases or part carcases. Offal must be chilled to a core temperature of 3°C unless intended for the production of specific products as per sub-section 2.1 above.

In order to be authorised slaughterhouse operators will need to demonstrate that they are able to comply with the required conditions as listed in sub-topic 1.2.3 on Authorisation for the transport of partially chilled carcases, half carcases, quarters or half carcases cut into three wholesale cuts. This includes verification that third-party transport vehicles are equipped and fitted with an instrument that appropriately monitors and records air temperatures to which the carcases and part carcases will be subjected and the receiving FBO has provided notification to the competent authority (this may be the FSA or the LA).

Where the OV is satisfied that the conditions for the transport of partially chilled carcases or part carcases can be met then the OV will make a recommendation for the authorisation to be granted.

The completed applications will be submitted by the OV to the Approvals and Registrations Team. The authorisation documents will be issued by this team.

All authorisations, where granted, will be limited to the types of carcases or part carcases and maximum transport times applied for.

2.2.2 Establishments of destination

Conditions may be imposed in certain circumstances on the establishments of destination. For example, where product is to be transported to another EU country their CA may specify the conditions under which establishments may receive this.

The businesses receiving partially chilled carcases or part carcases from authorised slaughterhouses must inform their CA before they receive these for the first time. It is recommended that these notifications are made in writing via email.

Since the transport to these destinations for the first time may only commence after the notification has been made, **the FBO at the authorised slaughterhouse must have a documented procedure to verify that this notification has been issued**. The slaughterhouse FBO should keep records of how this has been done. It is recommended that business operators at establishments of destination copy the authorised slaughterhouse in their notification to the relevant CA when they do this via email.

Note: the authorisation may be issued before the initial dispatch of partially chilled carcases or part carcases to the receiving establishment has started. It is not necessary, for authorisation purposes, for the slaughterhouse FBO to demonstrate that the receiving establishment has notified the CA of the arrival of the first consignment of partially chilled carcases or part carcases.

However, this notification must be made **before the first delivery** of partially chilled carcases or part carcases. Failure to verify that this notification has been made before that first delivery may affect the ability of the slaughterhouse to continue supplying over temperature meat.

[Contact details for LAs](#) can be found online.

Where the establishment of destination is FSA approved (for example: another slaughterhouse or a cutting plant) then the FBO of the destination establishment must contact the Approvals and Registrations Team via email.

In some slaughterhouses the FBO may not know the establishment of destination of the meat, for example when this is purchased by an intermediary who will distribute the meat to other customers. In that case slaughterhouse operators must ensure that the intermediaries are aware that each of their customers must notify the relevant CA before the first delivery takes place, and that this has been confirmed. This should be recorded in the slaughterhouse operator's record referred to above.

Updated [Intermediaries must provide the OV with a list of their customers including their name and address, their CA and the estimated duration of transport. In these cases, the OV must include these details as part of the application for authorisation. This information will be held by the FSA and will not be shared with the slaughterhouse FBO].

If an intermediary (or any other customer) who intends to collect over temperature meat does not provide the information required above, then the slaughterhouse FBO must not supply partially chilled carcases or part carcases to that customer since it cannot be confirmed that the required notification has been made by the FBO at the establishment of destination. This customer may however be supplied with meat that has been chilled to the required core temperature (7°C for carcases and 3°C for offal) at the slaughterhouse.

Intermediaries collecting meat from authorised slaughterhouses who do not disclose the name and address of their customers to the slaughterhouse food business operator and/or the FSA must accept responsibility for ensuring that their customers have notified the CA before the first consignment of partially chilled carcases or part carcases are received. They should also keep records to demonstrate how this has been done.

The authorisations for the transport of partially chilled carcases or part carcases will be a single document with no reference to the destinations to which meat can be transported but limiting the maximum transport time. However, slaughterhouse FBOs should be able to demonstrate that they have carried out checks to verify whether the establishment(s) of destination can be reached within the maximum transport time permitted.

In order to allow verification that partially chilled carcases or part carcases can be delivered to the establishments of destination within the transport time applied for, slaughterhouse operators must have a documented procedure and records in place to verify that meat can be delivered to each of the customers receiving this meat within the maximum transport time that applies (for example 6, 30 or 60 hours), also considering where there are several drops in the same consignment.

The OV must verify that slaughterhouse operators keep a list with the names and addresses of the establishments which will receive the partially chilled carcases or part carcases and the estimated duration of transport to these. This list needs to be updated when new customers are added and will need to be reviewed regularly to ensure it is kept up to date.

Alternative systems may also be acceptable if they have the same effect, and their suitability will be assessed on a case by case basis.

A copy of these lists will be used by FSA to issue notifications to other CAs for the establishments of destination (see sub-section 2.3 below).

All establishments are required to keep adequate traceability records and make these available to the FSA, on request, without undue delay. Records should be kept for a minimum of three months.

2.3 Authorisation procedure

Slaughterhouse FBOs seeking an authorisation to transport over temperature meat, whether warm (to produce specific products) or partially chilled, should contact the OV to discuss their proposal.

Copies of application documents are available as annexes at the end of this chapter. Annex 1 applies to the transport of meat for specific products and annex 2 to the transport of partially chilled carcasses or part carcasses.

Once the FBO has completed section 1 of the application form(s) and the OV is satisfied that the information is correct and the FBO can in principle comply with the conditions of authorisation, the OV will complete section 2 of the application document.

The OV will then send a copy of the application and supporting documents to the Approvals and Registrations Team preferably via email.

The Approvals and Registrations Team will notify the CA for the establishments of destination that the establishment will be receiving over temperature meat for the production of specific products and/or partially chilled meat.

The notification part of the process is:

- a) to inform the relevant authority of the intention by a business to receive meat that has not been chilled, or fully chilled, so that they can verify the ability of the receiving establishment to handle over temperature meat in compliance with the requirements of Regulation (EC) No 852/2004 and/or (EC) No 853/2004 as amended.
- b) for meat intended for the production of specific products, agree the conditions under which transport of over temperature meat will be authorised.
- c) for partially chilled carcasses or part carcasses, to make the CA aware that they should receive or have received (depending on when the FSA issued the notification) a notification from the establishment(s) of destination advising of the delivery of the first consignment of over temperature meat.

Where the establishment of destination is FSA approved, the FBO should contact the Approvals and Registrations Team. The Approvals and Registrations Team will then notify the FVL / FVC of the cluster where the receiving plant is.

Authorisations for the transport of meat for the production of specific products will be limited to the establishments listed in the application document, and the authorisation will only be issued once confirmation has been received from the CA of the establishment of destination that there is no impediment for over temperature meat to be received at that establishment. The establishments eligible for receiving this meat will be listed in an annex to the authorisation.

The Approvals and Registrations Team will keep a central record of all establishments authorised to transport over temperature meat. Authorisations will be issued centrally by the Approvals and Registrations Team on receipt of correctly completed applications and any supporting documents.

The OV should ensure that the FBO can comply with the requirements in order to make use of the derogation. This includes (the following is not an exhaustive list):

2.3.1 Over temperature meat intended to produce specific products

- the transport must start immediately (no more than a 3-hour period from the completion of the post-mortem inspection of the first animal slaughtered to the departure of the vehicle) and must not take more than 2 hours

2.3.2 Partially chilled meat (carcasses or part carcasses)

- the FBO must demonstrate the ability to monitor and record meat temperatures. As surface temperature is one of the parameters specified, the FBO must have calibrated thermometers capable of measuring both surface and, where applicable (for example more than 6 hours of transport time) core temperatures, both measured at the thickest part of the carcass
- the slaughterhouse FBO must have a system in place to verify that vehicles to be used for the transport of the carcasses or part carcasses are fitted with an instrument that appropriately monitors and records air temperatures during transport. Where the vehicles are not under the direct control of the slaughterhouse operator (for example when customers collect the meat in their own vehicles) the slaughterhouse operator must verify that lorries are adequately equipped before loading of carcasses or part carcasses starts
- the slaughterhouse FBO must have a system in place to provide a declaration to accompany **each** consignment that has the required information (for example, duration of chilling before loading, time at which the loading started, surface temperature at start of loading, the maximum temperature at which the meat may be subjected during transport)
- the slaughterhouse FBO has adequate facilities that can achieve the surface temperatures (7 or 4 °C) that apply to the expected transport time within the specified time and, where required, the core temperatures

Note: the surface temperature refers to the external layer of the carcass up to approximately 5mm.

- the slaughterhouse FBO is conducting weekly (or fortnightly, see bullet point below) tests for carcass ACC as required by Regulation (EC) No 2073/2005, and the results of these were satisfactory in a 10-week rolling window
- Regulation (EC) No 2073/2005 allows that testing frequency may be reduced to fortnightly if satisfactory test results are obtained for six consecutive weeks. In the event of an unsatisfactory result, the weekly sampling should re-start and be maintained until there are another six weeks of satisfactory results
- the FSA will collate the results of the sampling to carry out a risk assessment of the sampling frequency at small businesses
- **Note 1:** while Regulation (EC) No 2073/2005 requires satisfactory test results each week during the rolling 10-week window, the FSA will allow FBOs to continue supplying partially chilled meat if:
 - there are no more than two non-satisfactory test results during the 10-week window, and
 - the average of the weekly test results in the rolling window does not exceed the value of maximum daily mean carcass ACC as defined per category of time temperature combination, and

- actions have been taken to investigate the cause of the unsatisfactory results and corrective action taken, in line with HACCP principles
- **Note 2:** establishments that because of their throughput are currently exempt from testing or do testing at frequencies lower than those above may be authorised in some cases.

Where establishments of destination are outside the UK the FSA must be notified. The FSA will liaise with the CA of the country of destination to agree the conditions under which this transport will be permitted.

The customer base may change over time. Establishments authorised for the transport of over temperature meat for the production of specific products who require a new destination needs to be added will need to make a separate application for that particular destination. Likewise, some destinations may need to be removed from the authorisation (for example, when the CA for the premises of destination requests this due to inability to ensure appropriate chilling of meat).

The changes required should be requested by the FBO and communicated by the OV to the Approvals and Registrations Team so that an amendment can be made on the annex that accompanies the authorisation and that lists the establishments to which transport of over temperature meat has been authorised.

Establishments authorised for the transport of partially chilled carcases or part carcases will need to ensure that the list of customers to whom they supply this meat is reviewed and updated as necessary. Before any new customer is added the FBO must verify that delivery can be made within the maximum transport time authorised.

Authorisations should be the subject of regular reviews to ensure they remain up to date.

A copy of the application form will be sent by the OV to the Approvals and Registrations Team and may be done via email.

3. Enforcement

In this section

[**3.1 Failure to comply**](#)

[**3.2 Amendments, suspensions and revocations of authorisations**](#)

[**3.3 Appeals procedure**](#)

3.1 Failure to comply

Where an FBO fails to comply with the conditions of the authorisation, the OV should follow the normal hierarchy of enforcement. This may include, when required, the service of notices, both Hygiene Improvement Notices (HINs) and Remedial Action Notices (RANs).

Consideration must be made of what the issue is and what the best enforcement route would be. Where there are several breaches, enforcement for each may need to be escalated at a different pace. For example: where a FBO is not taking samples for microbiological testing or is not taking effective corrective actions it may be appropriate to follow the hierarchy of enforcement and escalate to serving HINs, while the fact that there are no adequate microbiological test results resulting from the above demonstrating the dressing procedures are hygienic may prevent the dispatch of partially chilled carcases and require serving a RAN to stop it.

3.2 Amendments, suspensions and revocations of authorisations

Once an authorisation to transport over temperature meat has been granted it may be amended, suspended or revoked if the FSA is satisfied the conditions under which it was granted are no longer being met.

3.2.1 Amendments

Amendments may be requested for changes such as different species or additional/alternative maximum travel times, for meat intended for the production of specific products or, for changes to the establishments of destination. Request for amendments should be made in writing to the Approvals and Registrations Team and confirmed in a revised authorisation.

3.2.2 Suspension

Where the FBOs controls have not been sufficiently robust at the point of despatch, the FSA may suspend the authorisation for the transport of over temperature meat.

Updated [The OV should make a recommendation for suspension to the Approvals Team using the template letter (Annex 3). The recommendation should include sufficient supporting evidence to enable a decision to be made by the Field Veterinary Leader (FVL). The Approvals Team will notify the food business operator of the FVL decision in writing].

The suspension will remain in place until the FBO provides adequate guarantees that the transport of over temperature meat can resume in line with the legislation.

3.2.3 Revocation

Where the conditions for the transport of over temperature meat are seriously breached, or where no acceptable guarantees of remedial action have been offered by the FBO after a suspension, the OV may consider the revocation of the authorisation to transport over temperature meat from the slaughterhouse.

This would include, but is not limited to, breaches such as:

- in relation to specific products
 - non-authorised types of meat have been dispatched
 - meat has been dispatched to non-authorised destinations
 - meat has been dispatched to establishments in breach of the 2-hour driving requirement
- in relation to carcases, half carcases, quarters and half carcases cut into no more than three wholesale cuts
 - meat has been dispatched to establishments outside the maximum transport time
 - meat has not been chilled to the required maximum surface and/or core temperatures before dispatch
 - failure to comply with RANs and/or HINs served in relation to the transport of over temperature meat

Updated [The OV should make a recommendation for revocation to the Approvals Team using the template letter (Annex 3). The recommendation should include sufficient supporting evidence to enable a decision to be made by the Field Veterinary Leader (FVL). The Approvals Team will notify the food business operator of the FVL decision in writing].

3.3 Appeals process

Where a suspension or revocation is issued, the FBO will have the right to appeal this decision.

The FBO should make their representation in writing to the Approvals and Registrations Team within 20 working days of the date of the notification. Updated [The appeal will be determined by a Senior FSA Veterinary Manager].

During the process of the appeal, the effect of suspension or revocation will remain in place, so the FBO must cease transportation of over temperature meat to establishments no longer contained in their authorisation.

The outcome of the appeal will be communicated to the OV and to the FBO within 20 working days from receipt of the FBO's appeal representation.

4. Annexes

The following documents can be accessed by FSA staff in internal files:

- Annex 1: Application for the transport of meat intended for the production of specific products
- Annex 2: Application for the transport of partially chilled carcases, half carcases, quarters and half carcases cut into no more than three wholesale cuts
- Annex 3: Suspension of over temperature meat transport authorisation
- Annex 4: Recommendation for the Revocation of Authorisation for the Transport of Over Temperature Meat