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Subject: Letter to FDA from Charles Lake
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This is the letter I sent to the FDA. I hope to hear from you soon Benedict.

Charles Lake

FDA Public Meetings about Product Tracing Systems for Fresh Produce
Docket No. FDA-2008-N-0513 The deadline for written comments is January 22, 2009.

Let me introduce myself. My name is Charles Lake; I was an independent trucker for over 17 years until I was poisoned while unloading food product at a food warehouse. I have since been trying to make the transportation of our food supply safe; eliminating cross contamination between loads.

I have read the Transcripts from the Meetings that were accessible at <http://www.regulations.gov> Monday, December 01, 2008. Not one had provisions to prevent cross contamination between loads within the United States most were focused globally.

1990-1998 Congress enacted the Sanitary Food Transportation Act that had a provision for the tracking of all of America's food supply not just the produce, along with many other provisions that we need to protect America's food supply from terrorism whether it is from hauling toxins then foods in the same trailers or from terrorist. Evidently the FDA has not been looking too hard to solve this problem. This Act can be viewed at <http://www.comfortncolor.com/HTML/CompleteLaw.html>

Unfortunately President Bush number one, President Clinton nor the current President Bush never signed The Sanitary Food Transportation Act of 1990-1998 into law. However, the current President Bush signed into law the Sanitary Food Transportation Act of 2005. This Act only addresses the tanker trailers/trucks that haul our food supply it does not address the dry vans or the refrigerated trailers/trucks that haul most of America's food supply. In August 2008 I received an E-mail making me aware of the Guidance for Industry from the FDA titled "A Notice from the Food and Drug Administration to Growers, Food Manufacturers, Food Warehouse Managers, and

Transporters of Food Products on Decontamination of Transport Vehicles" (Here is the link to this Guidance notice, <http://www.cfsan.fda.gov/~dms/decongu2.html>).

Unfortunately this Guidance notice did not address the day-to-day decontamination of trailers/trucks. It only addresses the decontamination of trailers/trucks that have been affected by flood areas or otherwise impacted by hurricanes. However, this sets a precedent for why all trailers/trucks that haul our food supply should be decontaminated.

It also shows a need for Section 5706 (Dedicated vehicles) of the Sanitary Food Transportation Act of 1990-1998.

I e-mailed Mr. Kashtock from the Guidance on September 06, 2008 and received his reply on September 22, 2008 enclosed are these e-mails. When you read the E-mails you can see that Mr. Kashtock did not understand that the Sanitary Food Transportation Act of 2005 does not address the issues.

I do not understand WHY it has taken the FDA more then three years to write the regulations specific to food transportation pursuant to the Sanitary Food Transportation Act of 2005, especially when it only addresses the transportation of less then 1/3 of America's food supply.

Recently (September 29, 2008) Andrew Amelinckx of the Hudson-Catskill Newspapers Corp. has written an article titled Food for thought: Charles Lake works to prevent food from getting contaminated during transport (see enclosed). This is one way I have been trying to inform the public of this issue. I have done several Talk radio shows and TV shows for public access that can be viewed on my web site on this subject (<http://www.comfortncolor.com/HTML/PoisoningPage.html>).

You would have thought that when Health and Human Services Secretary Tommy Thompson resigned, warning of a potential global outbreak of the flu and health-related terror attacks, ("For the life of me, I cannot understand why the terrorists have not attacked our food supply because it is so easy to do," he said. Reported on Dec. 3, 2004); the Bush administration would have issued guidance or regulations specific to daily procedures for food transportation operations because the food industry is a high target industry.

Mr. Kashtock is not only part of the FDA but he is also part of HHS according to his E-mail address and still doesn't get it!

I am going to continue to inform the public about this subject through talk radio and other sources of media.

If I can be of further assistance please contact me.

Charles Lake

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