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Subject: Food transportation
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Jill

I meet with Kirsten on Sunday November 4th about these issues, she told me if she was elected these issues were very important. Kimberly called me on Saturday the 11th of November to let me know to contact you so Kirsten can start on this.

The most important issue is the Sanitation Transportation Food Laws. These laws were enacted in 1990 but are not being enforced to this day in fact there was a 1974 HAZARDOUS MATERIALS TRANSPORTATION ACT that was never enforced which lead to the 1990 to 1998 laws. Instead we are still using the 1967 laws which are outdated and according to the 1990 laws "United States public is threatened by the transportation of products potentially harmful to consumers in motor vehicles and rail vehicles that are used to transport food and other consumer products; and the risks to consumers by those transportation practices are unnecessary and those practices must be ended (Sec. 5701. Findings)".

In 1999 I reviewed these laws and found that there was not an easy way to uphold Sec. 5706. Dedicated vehicles. I contacted several government agencies and was told to contact Congressmen Sweeney, which I did on June 6, 2000 this letter can be viewed at

<http://www.comfortncolor.com/HTML/SweeneyL1.html>. In this letter I explained how an amendment to uphold this section of the law would be beneficial. This amendment is simple to implement it states:

All trailers have to be inspected once a year and have an inspection sticker affixed on them to prove it has been inspected. To uphold section 5706 of the "Sanitary Food Transportation" law, an amendment could be written that states, "when a trailer is inspected that is going to haul food or food products that touch the food, that trailer should have a letter F on the inspection sticker that is affixed to that trailer." The rest of the system is already in place. We have D.O.T. inspection stations all over these United States. When a truck is pulled into these inspection stations it is weighted, then the inspectors checks the manifest for the load that it is hauling and inspects the vehicle. What would be so hard in having the inspector look at the inspection sticker to see if this vehicle should be hauling the freight that is in it? When an inspector looks at the driver's manifest and then checks the inspection sticker, if there is an F on the inspection sticker and there are chemicals in the trailer or other toxic substances the trailer would be impounded and the inspection sticker stripped from the trailer. The company should also be heavily fined.

I have since refined this amendment to include the company that is shipping the food product to be heavily fined also due to their security (they check the trucks as they enter their facilities).

I have been in contact with Senator Clinton on this matter and on June 19, 2003 the Acting Administrator, Samuel G Bonasso of the U S Department of Transportation sent this letter (can be viewed at <http://www.comfortncolor.com/HTML/USDOT2.html>) which I believe shows a lack of cooperation to protect food in transportation. This is a prime reason for the above amendment because the U.S. Department of Transportation has jurisdiction of the vehicles that transport our food and food product during transportation not its sister agencies.

On 12/04 Tommy Thomson secretary of Health and Human Services resigns Stating: "I, for the life of me, cannot understand why the terrorists have not attacked our food supply, because it is so easy to do."

Tommy Thomson would know because he acted as secretary of Health and Human Services, he was appointed according to S.1072, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (Can be viewed linked to U S Department of Transportation letter Pages 163 to 165 of this PDF) which states: "This section sets forth the short title for the Sanitary Food Transportation Act of 2003. This title would reallocate responsibilities for food transportation safety among the Departments of Health and Human Services (HHS), Transportation, and Agriculture."

"Section 416(a) would require the Secretary of HHS to establish by regulation sanitary transportation practices to be followed by shippers, carriers, and others engaged in food transport. The Secretary could prescribe practices relating to matters such as sanitation, packaging and protective measures; limitations on the use of vehicles; information sharing between shippers and carriers; and recordkeeping, reporting, and compliance with inspections."

Yet, President Bush stated that Tommy Thomson should not have made that statement because our food supply was safe.

The before mentioned amendment will also help make it clear to agencies what their responsibility are. Why should we hire a HHS person to stand with a DOT person to oversee this? I think it makes the procedure more complicated and certainly more costly for the American people. A reorganization of the Department of Transportation and a hiring of a Secretary of DOT who will enforce the practices necessary for safety of our food would be much more effective.

Issue 2

As far as the issue of the polystyrene food containers; if the Sanitation Transportation Food Laws are enforced because of their toxicity to the welfare to humans there is a good possibility that they will be replaced by environmentally safe food containers. I am also working with others to locally replace polystyrene food containers with environmentally

safe food containers and to stop the law suits against the cities, counties, and states that are being sued to stop the laws from banning polystyrene food containers going into effect. The page on my site that discusses this information is called Banned and will be updated by Saturday, November 18, 2006.

However I am interested in a federal law to inspire the use of environmental safe food containers over polystyrene food containers to help lower health risks therefore lowering health costs.

You can view my complete website at:

<http://www.comfortncolor.com/HTML/PoisoningPage.html>

I have done extensive research on these issues and have archives of materials on these issues so if you have any questions or need any information please do not hesitate to contact me.

Charles Lake