



DTAS ANNUAL CONFERENCE 2018

Administrative Update

Ian Wakeling

DTAS Scheme Administrator



MEMBERSHIP FEES 2018 – 2019

A further reduction in all fees for 2018/19

Associate Members	2017/18	2018/19
• Dairy UK members	£225	£200
• Dairy UK non-members	£315	£280
• Industry suppliers	£135	£120
Haulier Members		
• Per Depot	£225	£200



SCHEME STATISTICS

	2014/15	2015/16	2016/17	2017/18	2018/19
Associate Members					
Milk Purchasers					
Dairy UK Members	5	5	5	6	6
Dairy UK Non-Members	1	1	1	1	1
Industry Suppliers	7	9	13	16	16
Haulier Members					
Hauliers	35	50	54	56	59
Depots	65	82	84	82	84
Assessments					
Standard	59	78	81	71	
Random	3	4	4	4	
Active Assessors	19	17	19	22	



NEW MEMBERS 2017/18

3 new members joined during 2017/18

J & J Bannister (Evesham) Ltd

Embleton Hall Dairies

Seaways Services

3 new Associate members joined during 2017/18

The Cool Ice Box Company Ltd

Kiowa Ltd

G Magyar SA



NEW MEMBERS 2018/19

4 new members joining during 2018/19

Chew Valley Dairy

Jacksons Dairies

G & J Shuttleworth

ST Services (Shropshire) Ltd



COMPLIANCE DATA

	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Depots Inspected	61	60	69	82	81	71
Non Conformances	187	266	276	268	264	252
Non-Conformance Rate	5.5%	7.6%	6.9%	5.6%	5.5%	5.8%



NON-COMPLIANCE DATA (1)

Scheme Year 2016/17

Standard		% non-compliant
A4.6	Third party CIP	23.5
D5.1	Securing unattended tankers	21.0
A2.4	Load rejection procedures	16.0
B1.3	Staff training	13.6
A4.1	Personal hygiene procedures	12.3
D2.1	Sample handling and storage	12.3
A1.4	Self audits	9.9
A2.7	Contingency procedure re emergencies	9.9
B1.4	Training review	9.9
C1.2	Clean tanker exterior	9.9
A4.4	On site CIP	8.6
B2.1	Health screen/staff at risk policy	8.6
C2.3	Calibration of temperature probes	8.6

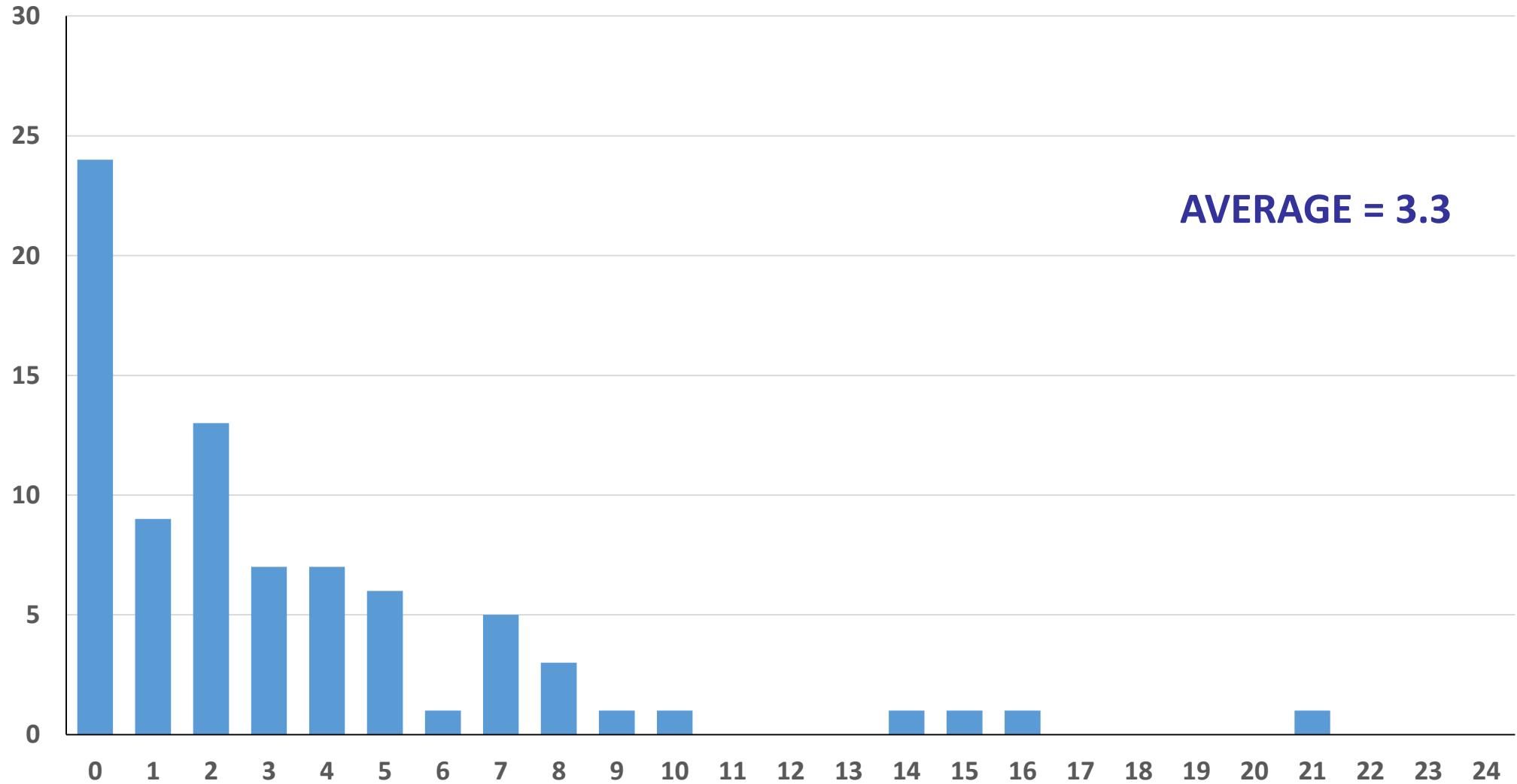
Scheme Year 2017/18

Standard		% non-compliant
D5.1	Securing unattended tankers	28.2
A4.4	On site CIP	22.5
C2.1	Milk measurement or metering systems	21.1
A2.4	Load rejection procedures	16.9
C1.3	Foodstuff only marking	15.5
C5.2	CIP flow rates	15.5
A4.1	Personal hygiene procedures	14.1
C1.2	Clean tanker exterior	12.7
A1.4	Self audits	11.3
A4.6	Third party CIP	11.3
A4.5	Onsite CIP procedures	9.9
B1.3	Staff training	9.9
B1.4	Training review	9.9
C2.3	Calibration of temperature probes	9.9
D2.1	Sample handling and storage	9.9



NON-COMPLIANCE DATA (2)

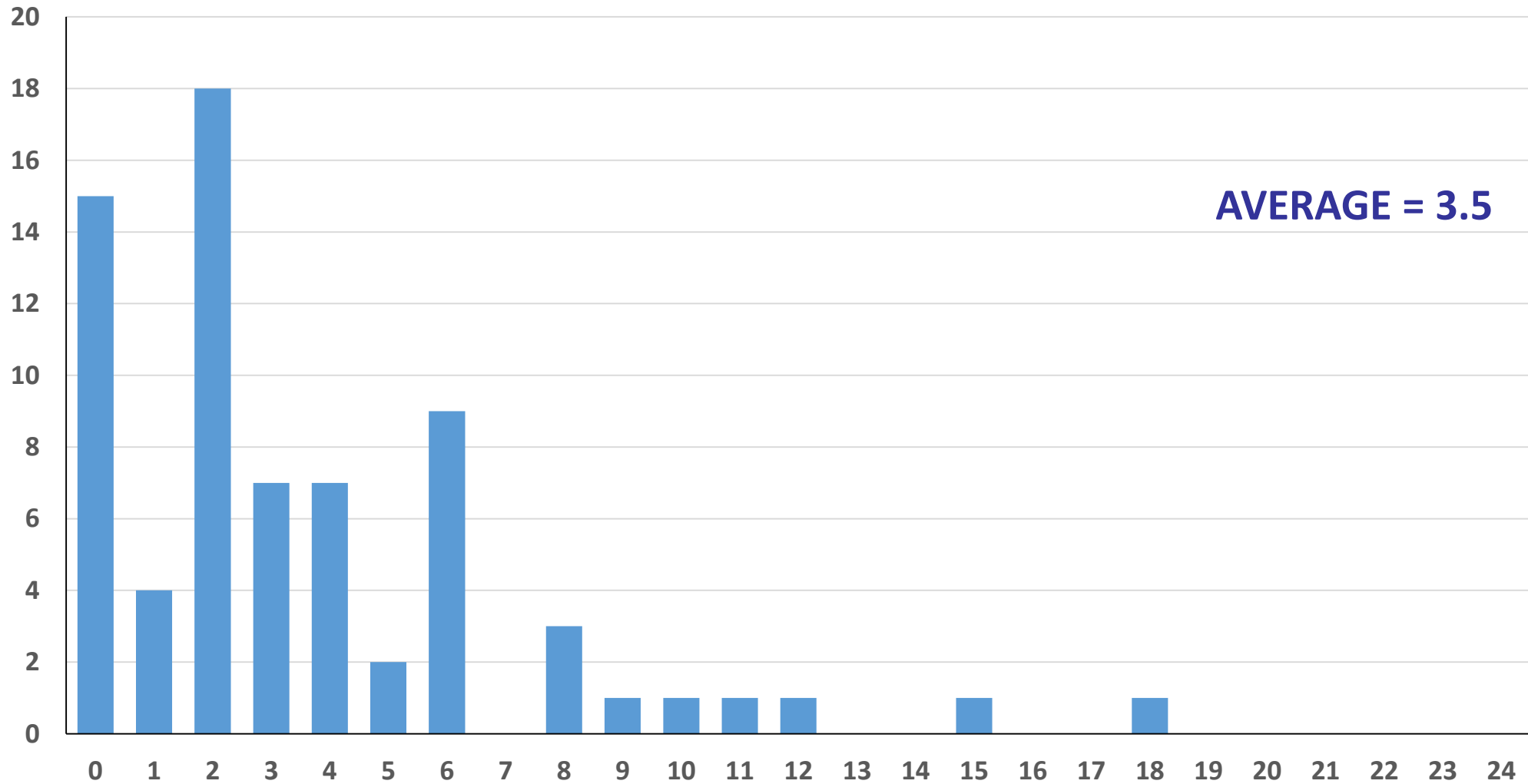
Number of non-conformances per depot 2016/17





NON-COMPLIANCE DATA (3)

Number of non-conformances per depot 2017/18



AVERAGE = 3.5



DTAS OPERATING PROTOCOL (V6)

Major review carried out in 2017/18 focusing on

- Recruitment, training and performance monitoring of DTAS assessors
- Procedures for carrying out Random Audits
- The monitoring of non-conformances

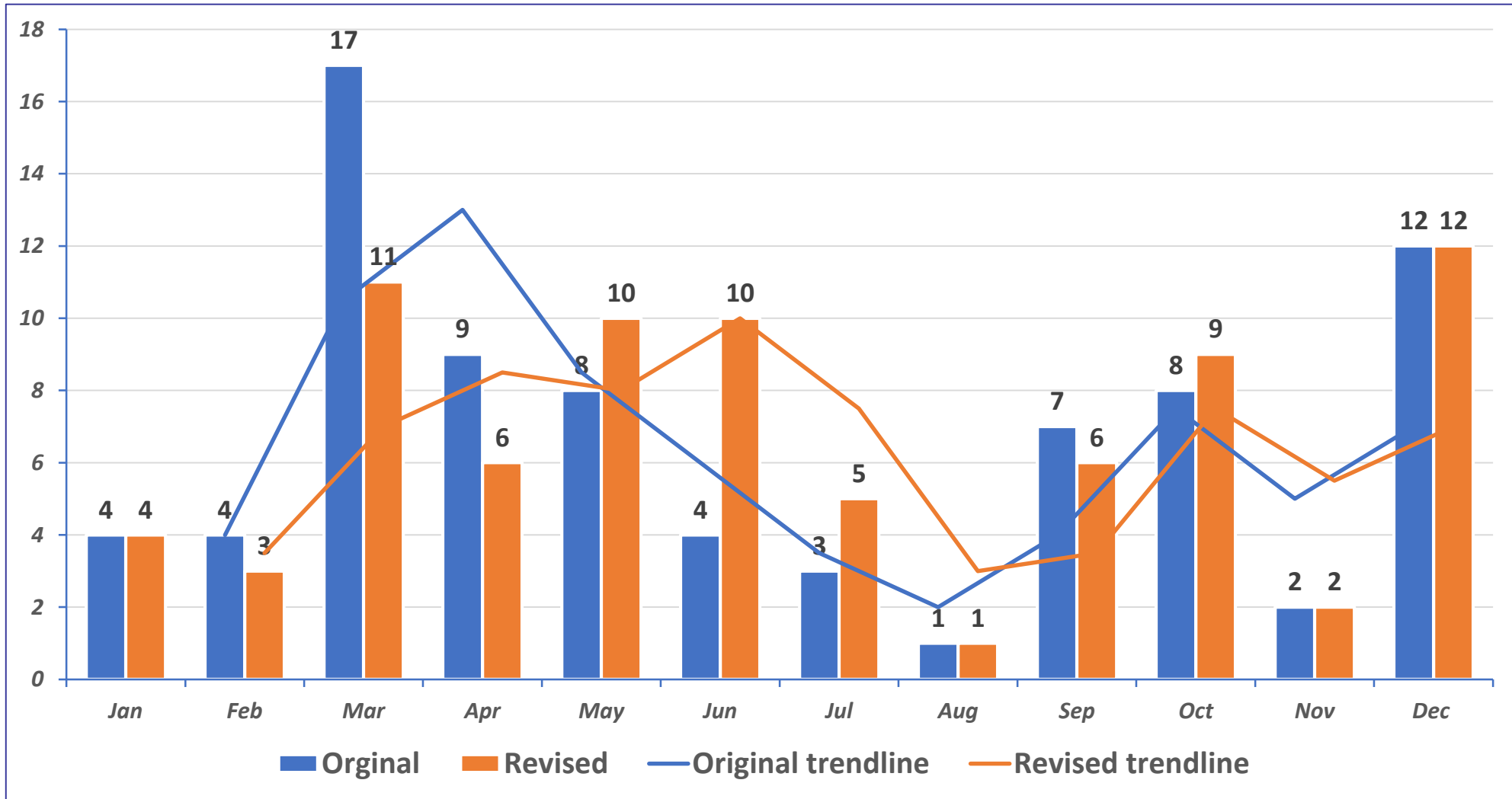
Inclusion of three new annexes:

- Annex 2: DTAS Assessor Criteria: Recruiting, Training and Performance Monitoring
- Annex 3: DTAS Assessor Evaluation Report
- Annex 4: DTAS Random Audits: Guidelines and Procedures

Few changes for 2018/19 – to be covered by Tim later

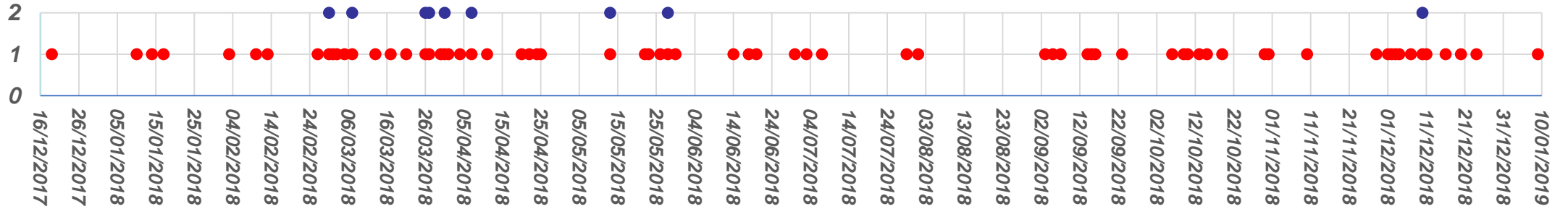
CHANGES IN AUDIT DATES (1)

Members given option of extending original audit date by a maximum of three months

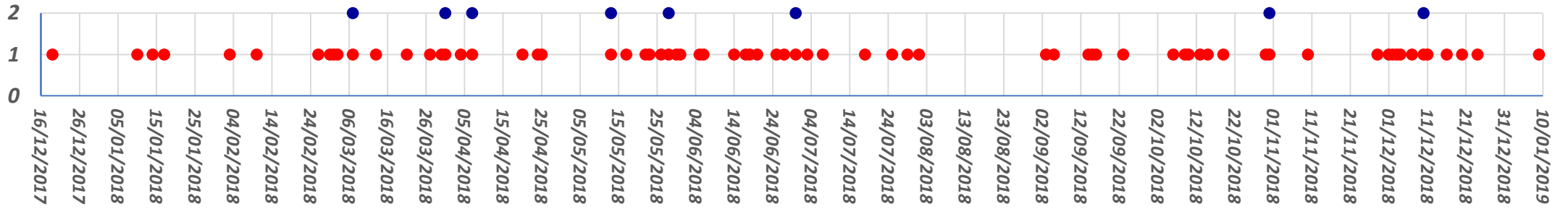


CHANGES IN AUDIT DATES (2)

Original date of DTAS audit



Revised date of DTAS audit





DTAS 2018/19 BROCHURE (1)

COVERING **OVER 95%**
OF MILK
HAULAGE CAPACITY
IN THE UK

TRANSPORTING
14 BILLION LITRES
OF ASSURED MILK
PER ANNUM

PART OF THE
RED TRACTOR
ASSURANCE
SUPPLY CHAIN 
SINCE 2015

 **STANDARDS COVERING:**
FLEET & EQUIPMENT
MILK QUALITY, HYGIENE & SECURITY
OUTBASED RELOAD SITES
PERSONNEL & TRAINING
GENERAL MANAGEMENT



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DAIRY TRANSPORT ASSURANCE SCHEME



PART OF THE RED TRACTOR
ASSURANCE SUPPLY CHAIN



ADMINISTERED BY





ABOUT DTAS

The Dairy Transport Assurance Scheme (DTAS) provides assurance to milk purchasers that the transport of raw milk and milk fractions by hauliers meets food safety requirements, recognised industry good practice and specific customer needs.

The scheme is based on annual inspections of the milk haulage depots operated by scheme members and the assessment is conducted against a range of standards covering fleet and equipment; milk quality, hygiene and security; outbased reload sites; personnel and training; and general management.

In 2015, it became a requirement that all dairy products carrying the Red Tractor logo have to use milk hauled by a DTAS approved haulier.

DTAS is administered by Dairy UK and overseen by a Management Committee drawn from the major milk purchasers and hauliers in the UK as well as a representative from Red Tractor.

Membership of the scheme covers over 95% of milk haulage capacity in the UK.

IMPLEMENTATION

ANNUAL DEPOT ASSESSMENTS

Annual depot assessments are carried out by DTAS certified assessors and organised in conjunction with the milk purchaser and the haulage company with an additional half-yearly internal self-assessment for all hauliers. Depots fully compliant with the standards are awarded a certificate by Dairy UK via the assessor.

TRAINING

DTAS offers two-day assessor training courses including classroom training, a practice assessment and a final exam. An initial assessment must be successfully completed within three months of the exam, shadowed by a registered DTAS assessor. In order to retain their status, assessors must attend a training event either once a year or every two years depending on the number of audits undertaken per year.

RANDOM AUDITS

In addition to the scheduled audits, a maximum of four random audits by independent assessors are authorised throughout the year to ensure consistent application of the standards.

SHADOW AUDITS

Companies employing more than one active assessor must ensure that each one undertakes at least one shadow assessment with another assessor during the course of a year.

AWARENESS COURSE

DTAS offers an Awareness Course to haulage and processing companies to improve their knowledge of the scheme.

BENEFITS

INDUSTRY BENEFITS

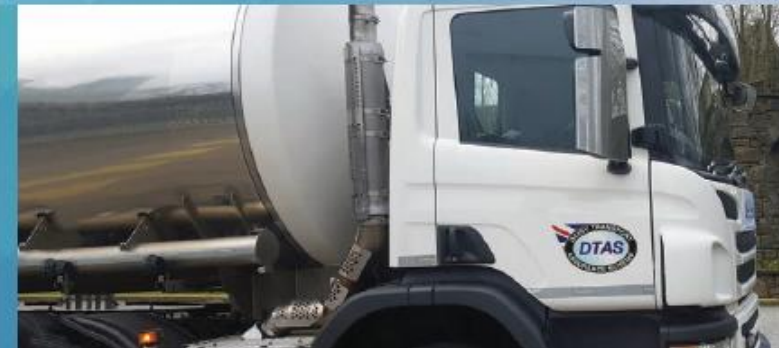
Alongside the Red Tractor Assurance Scheme for Dairy Farms, and the BRC Global Standard for food processing, the DTAS scheme completes the proposition behind the Red Tractor logo of farm to pack assurance of the dairy supply chain. This collaboration gives consumers even more reasons to trust the Red Tractor when buying dairy products as well as the hygiene/safety of the depots and transport fleet that haul the milk to produce them.

MEMBERS' BENEFITS

According to DTAS standards, hauliers must have a documented **Hazard Analysis and Critical Control Point (HACCP)** in place that fully covers all aspects of milk collection and delivery. DTAS members have access to the Dairy UK HACCP to comply with these standards as long as the haulage depot is involved in the annual review process.

At the **DTAS Annual Conference**, members and assessors receive essential information on changes proposed by the Standards Working Group, new members, the HACCP review, forthcoming training, scheme statistics, non-compliance data and more.

DTAS certified hauliers have access to **communication and promotion material** to increase their visibility and showcase their scheme membership.





UPDATED POP-UP BANNER

**DAIRY
TRANSPORT
ASSURANCE
SCHEME**



PART OF THE RED TRACTOR
ASSURANCE SUPPLY CHAIN

ADMINISTERED BY
**Dairy
UK**

**DAIRY
TRANSPORT
ASSURANCE
SCHEME**



**COVERING
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ASSURANCE SUPPLY CHAIN

ADMINISTERED BY
**Dairy
UK**

DAIRY UK WHITE PAPER

The UK milk collection industry is efficient, flexible and dynamic and committed to operating to the high professional standards demanded by the industry's assurance scheme for milk haulage.

Milk is collected from farms by milk hauliers using a fleet of approximately 1,300 vehicles driven by over 2,000 drivers.

Milk collection vehicles are typically operated by hauliers contracted by milk purchasers, but around 15% of the vehicle fleet is owned and operated directly by milk purchasers.

Over 90% of the milk haulage capacity in the UK is covered by the Dairy Transport Assurance Scheme (DTAS), the industry's assurance scheme for milk transport. The scheme provides assurance to milk purchasers that the transport of raw milk and milk fractions meets food safety requirements, recognised industry good practice and specific customer needs.

The scheme is based on annual inspections of the milk haulage depots operated by scheme members and the assessment is conducted against a range of standards covering fleet and equipment, milk quality, hygiene and security, out-based reload sites, personnel, training and general management and further checks are carried out by a system of random audits.

All members must have a documented Hazard Analysis and Critical Control Point (HACCP) system in place that fully covers all aspects of milk collection and delivery.

The Scheme's standards are reviewed annually and the Scheme is administered by Dairy UK and overseen by a Management Committee drawn from major milk purchasers and milk hauliers in the UK.

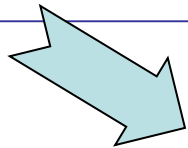
Alongside the Red Tractor Assurance Dairy Scheme for on farm production and the British Retail Consortium standards for food processing, the DTAS scheme completes the proposition behind the Red Tractor logo of farm to fork assurance of the dairy supply chain. Confidence in the robustness of the scheme is demonstrated by the fact that from April 2015 it has been a requirement that all dairy products carrying the Red Tractor logo have to use milk hauled by a DTAS approved haulier.

Details of the scheme, along with all relevant documentation, can be found at www.dairytransport.co.uk.



DAIRY UK IS CALLING ON THE GOVERNMENT TO;

- Liaise closely with DTAS on any emergencies affecting the national transport infrastructure that affects the collection of raw milk



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ANNUAL HACCP REVIEW

- HACCP Review Group meeting on May 10th
 - Tim Hampton
 - Mark Mitchell
 - Chris Rotherham
 - Jen Shelton
 - Robin Dearden
- If you wish to use the generic Dairy UK HACCP to comply, please return questionnaire for your company if you have not done so already. Otherwise you will have to generate your own HACCP plan to remain compliant.



DTAS AWARENESS COURSE

- Courses already held on

2017

- 22 March
- 18 May
- 5 July
- 15 August
- 23 November

2018

- 4 April
- **12 June**

- Additional courses coming soon - further information from Paul later



TRAINING FOR NEW ASSESSORS

- Two courses held in 2017
 - 7/8 June
 - 20/21 June
- Details of further courses from Paul later



NEW ASSESSORS

Six people undergoing training process to become certified DTAS Assessors:

- Robin Dearden Bibby Distribution
- Aaron Andrews Arla Foods
- Jackie Skelton Arla Foods
- Craig McMinn Arla Foods
- Jean Alden Arla Foods
- John Whitelaw T.P. Niven Ltd



2018 CPD TRAINING

- Assessors undertaking two or more assessments a year must attend an annual training event.
- Assessors undertaking only one assessment per year will be required to attend the training event at least once every two years.
- Courses to be held at:
 - **23 May – Arla Foods, Westbury**
 - **20 June – SJ Bargh, Lancaster/Longton, Stoke-on-Trent**
- Courses will cover:
 - Driver training re swabbing, CIP and sealing
 - Latest innovations re equipment suppliers
 - Calibration and sealing issues



WEBSITE

New calendar page added showing dates of training courses, meetings etc.

Please advise us of any of events of interest to DTAS Members

Dairy Transport Assurance Scheme

< March 2018 April 2018 May 2018 >						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
						1
2	3	4 DTAS Awareness Course. Wincanton Logistics, Aldermeads depot, Wincanton	5	6	7	8
9	10	11	12	13	14	15
16	17	18 DTAS Annual Conference (for members only)	19	20	21	22
23	24	25	26	27	28	29
30						



ADMINISTRATION

- Invoices for April 2018 – March 2019 year will be issued following the Conference.
- Based on information held by Dairy UK.
- Please provide full details of any changes in number of depots, sub-depots etc. to Dairy UK.
- Reminder is sent to each depot six weeks in advance of expiry of current certificate.
- Depot to notify Dairy UK when audit is scheduled.
- Failure to rectify non-compliances in time will result in depot no longer being deemed to be certified under the scheme and full assessment, at haulier's expense, required for re-certification.



ANY QUESTIONS?