



# DTAS ANNUAL CONFERENCE 2018

## *DTAS Operating Protocol Version 6 (effective from 1 April 2018)*

### *Proposed Changes to Version 5*

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*Chair of the DTAS Management Committee*



# BACKGROUND

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Major review last year, focusing on:

- The recruitment, training and performance monitoring of DTAS Assessors
- The procedures for carrying out Random Audits
- The monitoring of (and consequences of) non-conformances
- How to prevent non-conformances being repeated.



## PROTOCOL v5 – APRIL 2016-MARCH 2017

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Inclusion of three new Annexes:

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

As a result, relatively few changes proposed for version 6

# SUBJECTS COVERED BY STANDARDS

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17. The standards cover:

- General Management
- Personnel and Training
- Fleet and Equipment
- Milk quality, Hygiene and Security
- Outbased reload sites, **roadside collections and use of lay-bys**
- Records
- Complaint procedure
- CIP Flow Rate and Pressure
- Sample jewellery policy

To reflect that the updated Standards now cover the **requirements for roadside collections and the use of lay-bys** as well as the existing requirements for outbased reload sites.



## PRODUCTS COVERED WITHIN SCHEME

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16. The standards comprise a set of minimum requirements to ensure food safety, including food hygiene, traceability and some operational matters, which hauliers must achieve when handling and transporting milk and **its liquid** milk fractions (**e.g.** cream, skim, skim concentrate, whey and whey concentrate).
  
20. Full members are those organisations with operational responsibility for running haulage depots and sub-depots from which tankers involved in the transport of milk and **its liquid** milk fractions (**e.g. cream, skim, skim concentrate, whey and whey concentrate**) are operated.

To clarify the products that are covered within the scope of the scheme.

## DEFINITION OF SUB-DEPOT

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30. It is for hauliers to nominate which depots are main depots and which depots are sub-depots and to which main depot any sub-depots are associated with. As an indicative definition a sub-depot is an operation, **which may have drivers and vehicles based at the site, but is** managed by a main depot and which does not have its own independent management **and/or** supervisory staff. However, the haulier would be obliged to reconsider its classification of depots if their milk purchaser or the DTAS Management Committee disagreed.

The scheme requires all hauliers to undertake a half yearly internal self-assessment between the annual assessments to ensure standards are complied with. The scheme may undertake training for these individuals, but they are prevented from assessing their own company sites.

53. If the haulier uses sub-depots then at least one of the sub-depots must be visited. In addition the assessor must seek to visit one outbased reload site as well if they are used by the haulier.

A depot would be the permanently manned site. A sub-depot is an operation , **which may have drivers and vehicles based at the site, but is** managed by a main depot and which does not have its own independent management **and/or** supervisory staff.



# DEFINITION OF INDEPENDENT ASSESSOR

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33. All independent assessments are undertaken by personnel named on the independent assessors list on the scheme website.

**An independent assessor is one that offers an audit or assessment as a fee paying service. An independent assessor can be affiliated with a haulage company and/or First Purchaser but must comply with the rules of the protocol i.e. cannot audit their own company sites other than for self-assessment purposes.**

## Annex 2: STEP 1: Eligibility, Qualifications, Experience and Competency

*The following eligibility, qualifications, experience and competencies are required of all DTAS Assessors being recruited.*

### Eligibility

Eligible individuals may include:

- Employees of the purchaser who should not be directly involved in the day to day running / management of the haulage operation
- As of April 2017 first purchaser owned haulage operations must not assess their own sites in consecutive years with assessors employed by their company
- Self-employed persons or consultants
- Employees of the haulier can become accredited assessors but are prevented from assessing their own company sites
- **An independent assessor is one that offers an audit or assessment as a fee paying service. An independent assessor can be affiliated with a haulage company and/or First Purchaser but must comply with the rules of the protocol i.e. cannot audit their own company sites other than for self-assessment purposes.**

NB: All assessors must have no conflict of interest that could affect their judgement during an assessment



# COMPLETION OF WITNESSED ASSESSMENTS

## Annex 2:

### STEP 3: Witnessing and Approval to Assess

*The following sets out the approval process that trainee assessors must go through before they achieve DTAS Approved status.*

- Ideally, the trainee should observe a DTAS Visit by an experienced assessor before attempting to undertake their Witnessed Assessment
- The trainee's first DTAS Visit should be witnessed by a Witness Assessor approved by the DTAS Management Committee, as determined by the DTAS Witness Assessor Protocol (in the appendix)
- This visit would count as an official DTAS Visit subject to the final approval of the Witness Assessor
- The Witness Assessor must be independent of both the assessor being audited, and the depot being visited. In this instance, independence is defined as not being employed by the same organisation as either the assessor or the depot, and having no other vested interest in either entity.
- The Witness Assessor should be an established and experienced DTAS Assessor and considered by the DTAS Management Committee to possess the necessary skills to not only complete a thorough and robust assessment, but also to submit a sufficiently detailed report to the Management Committee.
- This Witnessed Assessment needs to be completed within 3 months following the initial training course **unless an extension is granted by the Management Committee.**

*(continued)*

In recognition that, in some cases, it has not been possible for the 3 month requirement to be achieved within the timescale due to audit dates of suitable sites.



# TRANSPORT DISRUPTION CAUSED BY SNOW



Initial estimates suggest around 19m litres of GB milk was lost across four days (28 Feb to 3 Mar)



Farmers Weekly asked a number of processors how they were affected by the adverse weather and what producers are contractually entitled to if they have had to dump milk.

**Arla** Collections: Severely affected by road conditions with farmers in the South West, North East and Scotland worst hit.

Contingency: We changed our policy last week and confirmed we would pay any farmer who had to dispose of milk if collections were prevented due to road conditions, excluding farm tracks and access areas.

**müller** Collections: 96% of normally expected milk was picked up during the week.

Contingency: Most of our farmers have insurance in place to cover for non-collections due to weather and we have long recommended that this is sensible and good business practice.

**first milk** Collections: Unable to make every collection from every farm when it was scheduled and some milk did have to be disposed of on farm, but it



is too early to accurately tell the total volume of milk that was affected.

Contingency: Our position since 2010 has been that members are advised to take out their own insurance cover for milk not collected because of adverse weather.

**BARBER'S** Collections: Adverse conditions affected collections on Friday (2 March) in Somerset and Dorset.

Contingency: An extensive winter contingency plan was issued to all producers in November 2017. We have requested that all farmers have adequate insurance since 2016 – of which the overwhelming majority have.

**DAIRY CREST** Collections: We were unable to collect a very small proportion of the 1.4m litres of milk usually picked up daily in Devon and Cornwall.

Contingency: Producers are contractually obliged to have insurance to cover for milk that cannot be collected.

**meadow foods** Collections: We were unable to collect milk from a small percentage of farms.

Contingency: The vast majority of our producers are insured against such an eventuality.

# TEMPORARY DEROGATION GRANTED

Guidance

## Notification of an a temporary relaxation to the GB domestic drivers' hours rules: collection of raw milk from farms

Published 5 March 2018

In response to requests from the dairy industry, the Department for Transport has, agreed to a temporary and limited relaxation of the enforcement of the GB domestic drivers' hours rules for drivers involved in the collection of raw milk from farms in Great Britain. This follows the recent severe weather events disrupting road transport across the country and the potential environmental impacts of disposal of surplus milk by farms.

This temporary relaxation applies from 00:01 on Sunday 4 March 2018 and will run until 23:59 on Monday 5 March 2018. The Department reserves the right to withdraw the relaxation earlier if circumstances change. The Department wishes to make clear that driver safety must not be compromised. Drivers should not be expected to drive whilst tired - employers remain responsible for the health and safety of their employees and other road users.

For the drivers and work in question, the GB domestic drivers' hours rules will be temporarily relaxed as follows:

- raising the daily driving limit from 10 hours to 11 hours
- raising the daily duty limit from 11 hours to 12 hours

All other requirements remain unchanged and will continue to be rigorously enforced.

The practical implementation of the temporary relaxation should be through agreement between employers and employees and/or driver representatives.

The drivers in question must note on their record sheet (or tachograph charts or printouts, if applicable) the reasons why they are exceeding the normally permitted limits. This is usual practice in emergencies and is, of course, essential for enforcement purposes.

The temporary relaxation of the rules described above reflects the exceptional nature of the recent severe weather events across the country. The Department wishes to emphasise that, as a general rule, we expect business to plan for and manage the risks of disruption to supply chains.

All enquiries regarding interpretation of these temporary arrangements should, in the first instance, be made to the Driver and Vehicle Services Agency on 0300 1239000 or via email at [enquiries@dvs.gov.uk](mailto:enquiries@dvs.gov.uk).

We will keep these temporary arrangements under review.

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# USE/TIMING OF DEROGATION?

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Points for discussion:

- Did you use the derogation?
- Did the derogation give you the extra hours that you needed?
- How much warning would you need in the future?
- What did you learn?
- Do you have anything to share?

# DAIRY UK CODE OF PRACTICE ON FMD (1)



## Great Britain Foot and Mouth Disease Code of Practice for hauliers, processors and buyers of milk.

### Relevant for DTAS Standard A2.5

	Standard	Guidance	Assessor Guidance
A2.5	<p>Procedures for notifiable disease outbreaks must be in place.</p> <p><b>R</b></p>	<p>Hauliers must implement customer procedures covering notifiable diseases such as <b>FMD</b> and Avian influenza outbreaks. At minimum customer procedures will include the requirements of the Great Britain COP for hauliers processors and buyers of milk' and the Avian Flu requirements 2006. See annex for guidance on FMD and Bird Flu.</p> <p>Hauliers must be able to demonstrate that all relevant staff, including drivers, can rapidly be made familiar with the operation of these codes.</p>	<p>Documentation check:</p> <ul style="list-style-type: none"> <li>• Accessibility of relevant CoPs.</li> <li>• Driver guidelines.</li> <li>• Evidence in driver training.</li> </ul> <p>Discussion with managers to check awareness:</p> <ul style="list-style-type: none"> <li>• Location of CoPs.</li> <li>• Training records.</li> <li>• Evidence of ability to obtain filters and disinfectant supplies in event of an outbreak.</li> <li>• How drivers are made aware.</li> </ul> <p>Bio-security controls procedures:</p> <ul style="list-style-type: none"> <li>• Provision of personal protective clothing, backpacks and suitable disinfectant for drivers and vehicles.</li> <li>• Obtaining necessary licences.</li> </ul>





## DAIRY UK CODE OF PRACTICE ON FMD (2)

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- Dairy UK has met with Defra to discuss the Code
- Last reviewed after FMD outbreak of 2007 but not finalised
- Defra now seeking to have Code completed
- Comments to be sent by Defra to Dairy UK on any gaps in DTAS Standards – concern is ensuring minimum biosecurity even when no apparent FMD outbreak as may take several days for case to be identified



## DAIRY UK CODE OF PRACTICE ON FMD (3)

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- Defra now conducting series of exercises to test readiness for new outbreak – next one in late April
- Defra may wish to visit a haulier to better understand how the industry operates
- DTAS members will be informed once the Code is finalised so they are aware of any changes made
- **Possibility of production of training video for drivers on disinfection procedures?**
- Code to be branded Dairy UK/Defra/Devolved administration



## DAIRY OWNED CIP SITES NOW OUTSIDE SCOPE OF DTAS

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Proposed new definition of Third Party CIP:

“CIP operations not audited by DTAS assessors or under the direct management of the haulier.”



ANY QUESTIONS?