



## PROPOSED REVISIONS TO DTAS STANDARDS FOR THE YEAR TO MARCH 2022

The DTAS Standards Review Group has met to review the current standards and is proposing the following key changes for version 11 for the April 2021 – March 2022 year:

<p><b>A1.2</b> Registration with authorities.</p>	<p>Addition to the Guidance section that <b>“It is also a requirement of the scheme that sub-depots have to be registered with the local authority”</b>.</p> <p>Also, addition to the Assessor Guidance that <b>“Check that sub-depots are also registered”</b>.</p>
<p><b>A2.8</b> Procedures to counter disruption to <del>collection</del> haulage operations.</p>	<p>Change of wording from farm collection to haulage operations.</p> <p>There must be documented business continuity procedures to counter disruption to <del>farm collection</del> <b>haulage operations</b>.</p>
<p><b>A3.1</b> Comprehensive traceability for all loads</p>	<p>Addition of wording in final bullet point as follows to clarify it does not apply to ex-silo milk:</p> <ul style="list-style-type: none"> <li>• D600/BCT55 should include confirmation of Red Tractor assurance status if applicable. <b>For clarity, this does not apply to ex-silo milk.</b></li> </ul> <p>Addition of wording in Assessor Guidance as follows:</p> <p>Check download tickets <b>or electronic equivalent</b> and select one downloaded route for presence of:</p>
<p><b>A4.4</b> CIP coming under the scope of the Standards – maintenance and repair</p>	<p>Addition of wording to Standard as follows <i>(see also A4.5)</i>:</p> <p>“Any CIP coming under the scope of the DTAS standards must be maintained in a safe and effective working manner and repaired if damaged or faulty.</p> <p><b>The haulier must be able to demonstrate that it complies with the Dairy UK Tanker Cleaning Code of Practice: Dairy Operations.”</b></p>
<p><b>A4.5</b> CIP coming under the scope of the Standards - cleaning</p>	<p>Addition of wording to Standard as follows <i>(see also A4.4)</i>:</p> <p>“CIP coming under the scope of the DTAS standards must have systems procedures in place detailing how tankers should be cleaned.</p> <p><b>The haulier must be able to demonstrate that it complies with the Dairy UK Tanker Cleaning Code of Practice: Dairy Operations.”</b></p>

<p><b>A4.6</b> Third-party CIP</p>	<p>Addition of wording to Assessor Guidance section for clarification.</p> <p>“It is the responsibility of the assessor to ensure that any haulier using a third-party CIP operation has evidence to demonstrate that its operation meets the DTAS standards – evidence would be included within the self-audit.</p> <p><b>Evidence of compliance must be available at the time of audit. This should include an inspection of the third-party CIP facility if based on site.”</b></p>
<p><b>C5.2</b> <b>CIP flow rates</b></p>	<p>Deletion of Standard as it is often not possible to achieve both the stated flow rate and pressure.</p> <p>Standard D1.3 has been amended with additional information about frequency of internal inspection and swabbing and evidence of such being readily available.</p>
<p><b>D1.3</b> <b>Tanker hygiene monitoring</b></p>	<p>Addition to the Guidance section stating:</p> <p><b>“Each tanker must be inspected internally and swabbed every four to six weeks and evidence of this inspection must be readily available (e.g. “tax disc” displaying tanker ID, date of last inspection, date of next inspection and person/body that completed the inspection).</b></p> <p><b>Details of the tanker wash procedure must be readily available, either on the tanker or at the depot.”</b></p> <p>Additional wording added to the Assessor Guidance section re documentation check as follows:</p> <p><b>Key items of which evidence must be available include:</b></p> <ul style="list-style-type: none"> <li>• <b>Swab results</b></li> <li>• <b>Evidence of inspection with torch</b></li> <li>• <b>Evidence of sprayball checks</b></li> </ul> <p><b>In any event, the driver should be familiar with the key operating parameters for the vessel in use.”</b></p>
<p><b>Appendix 1 - Definitions</b></p>	<p>Change or wording in definition of outbased reload from Drivers to Motive units.</p> <p><b>Outbased reload (including lay-bys):</b> a location where milk is transferred from one vehicle to another at a site that is not a depot or a sub-depot. <del>Drivers</del> <b>Motive units</b> are not based at these sites.</p>