



DTAS NEWS

Issue 4 – November 2021

Providing assurance for the transport of raw milk and milk fractions as part of the Red Tractor Assurance Supply Chain



Welcome to the fourth edition of DTAS News, a newsletter that we will be issuing as required to keep our members updated with information about membership, changes to Scheme documents (Scheme Standards, Operating Protocol, Codes of Practice etc.), courses and important dates. If you have something that you think will be of interest to your fellow members in a future edition, then please send relevant details to Ian Wakeling.

Annual Conference 2021

As you are aware, we notified all members in April that, as a result of the ongoing restrictions caused by the COVID-19 pandemic, the Management Committee had decided to postpone the Annual Conference until later in the year in the hope that the situation would have improved and we might be able to hold a physical event.

Unfortunately, however, over the intervening period, the industry has been experiencing an extremely challenging situation due to labour shortages, disruption to fuel supplies, a backlog in the processing of HGV licences, reduced availability of MOT tests and protestors blocking key roads. The net result of this has been that members of staff have had to concentrate on fulfilling their company's milk collection requirements and been allocated to other areas of their organisation, (including having to take on driving duties) at short notice.

This has meant that it is very difficult for people to plan ahead and to commit to being at a certain place at a certain time. With all of the above in mind, the Management Committee has now taken the decision that a conference will not be held this year, either physically or on a virtual basis, and it is our intention to hold the Conference as normal in 2022, subject to the overall situation having improved.

We have already communicated changes for the current year to the membership fees, Standards, Scheme Operating Protocol, HACCP and Codes of Practice on Tanker Cleaning and Milk Tanker Design, as we would normally do at the Conference, and will continue to keep members updated with any developments within the scheme as required.

New Independent Assessors available to undertake audits

We are pleased to announce that Chris Swain and Lucy Sherwin are now Independent Assessors and are available to undertake DTAS audits – their contact details are as follows:

Chris Swain (available for audits in England, Wales, Scotland and Northern Ireland)

07739 388543 cjswaintransportservices@gmail.com

Lucy Sherwin (available for audits in England and Wales)

07825 234148 lucysherwin@hotmail.co.uk

In addition, Andy Flanagan of SJ Bargh has successfully completed the training process and is also now fully qualified to undertake audits under the scheme

Andy Flanagan (available for audits in England, Wales, Scotland and Northern Ireland)

07850 504249 Andrew.Flanagan@sjbargh.co.uk

Proposed additional Changes to Scheme Standards and Operating Protocol

Since Version 11 of the Scheme Standards and Version 9 of the Operating Protocol were released in April, we have received a few questions regarding the interpretation of the revised wording of various standards and it is also necessary to include information relating to the virtual auditing of reload sites in the Scheme Protocol.

We are, therefore, proposing a number of changes to these documents, which are shown on the following pages and would be grateful to **receive your comments by 17th November.**

Scheme Standards

Standard A1.3 - Subcontractors membership of DTAS

In light of the current exceptional circumstances, it is proposed that the following addition is made on a temporary basis to 31 March 2022

Section	Standard	Guidance	Assessor Guidance
A1.3	<p>Subcontractors providing any milk haulier functions on behalf of the haulier for operations falling under the scope of this scheme must be scheme members.</p> <p>Where a regular 'traction-only' solution is provided to a haulier there is no requirement for the provider to be DTAS certified.</p> <p>R</p>	<p>Staff not directly employed by the haulier must be trained to carry out their role in compliance with the DTAS standards and records kept.</p> <p>Definitions:</p> <p>Definition of subcontractor: Subcontracting is where part of an operation has been assigned to a third-party haulier.</p> <p>Definition of milk haulier: A haulier is defined as being responsible for any of the following in relation to raw milk and / or milk fractions: Farm collection / loading of a tanker / transshipment between tankers / discharge into a delivery point / CIP of a tanker / management of aspects of the operation.</p> <p>Definition of traction only: A traction only haulier is not involved in farm collection / loading of a tanker / transshipment between tankers / discharge into a delivery point / CIP of a tanker / management of aspects of the operation.</p> <p>A traction only haulier may be permitted to undertake loading of a tanker / transshipment between tankers / discharge into a delivery point / CIP of a tanker subject to the haulier having received the appropriate training.</p> <p>The above is a temporary measure and will be removed at 31 March 2022.</p>	<p>Documentation check and questioning managers. Look for evidence of the status of any subcontractors currently in use, typically a copy of the subcontractor's scheme certificate.</p> <p>Look for evidence of the training of staff not directly employed by the haulier (if applicable).</p> <p>The haulier must be able to demonstrate through the use of training records that any 'traction only' service provider utilised (who is not themselves DTAS certified) has received appropriate training to undertake loading of a tanker / transshipment between tankers / discharge into a delivery point / CIP of a tanker.</p>

Standard A3.1 – Comprehensive traceability for all loads

The guidance states “D600/BCT55 should include confirmation of Red Tractor assurance status if applicable. For clarity, this does not apply to ex-silo milk **from a dairy processing site**. Amended wording, therefore, is proposed with the addition of the text in red.

Section	Standard	Guidance	Assessor Guidance
A3 TRACEABILITY			
A3.1	<p>Procedures must be in place to ensure Comprehensive traceability for all loads.</p> <p>R</p>	<p>Records must include:</p> <ul style="list-style-type: none"> The description of the product. Date and time of the collection. Volume or quantity. Names and addresses of 'Consignor' and 'Consignee'. Name and address of the food business operator to whom the food is being sent. Reference enabling the lot, batch or consignment, as appropriate, to be identified. Data relevant to customer specifications for the type of milk or milk fraction being delivered e.g. geographical region; specialist; farm assured status; cream grade etc. D600/BCT55 should include confirmation of Red Tractor assurance status if applicable. For clarity, this does not apply to ex-silo milk from a dairy processing site. <p>Farm collection data must be transferred to the relevant customer within the agreed time period and in the format requested by the customer. Checks must be in place to verify that this is achieved.</p> <p>The customer may have additional requirements for certain specific operations.</p> <p>The haulier must also have procedures for dealing with breakdowns in traceability.</p>	<p>Questioning managers and drivers; documentation check including tracing a load.</p> <p>Check random sample of recent reload deliveries & trace loads against guidance.</p> <p>If no reload deliveries, then check ex-farm route summaries.</p> <p>Questioning of management: an example may be if the measurement system on the ex-farm tankers breaks down and cannot print a route summary; determine what are the procedures for providing traceability for that load.</p> <p>Check download tickets or electronic equivalent and select one downloaded route for presence of:</p> <ul style="list-style-type: none"> Producer I.D. (name and no.) Collection time. Collection temperature. Volumes collected. Milk type being RT followed by any other individual company required information. The haulier must maintain an index of any abbreviations used. <p>Question managers on treatment of exceptions.</p>

Standard A4.7 – Dairy Controlled CIP

To clarify that SALSA is recognised as an alternative to those listed under the definition of GFSI: The Global Food Safety Initiative in “Appendix 1 – Definitions” in the Standards (as shown below)

Section	Standard	Guidance	Assessor Guidance
A4.7	A CIP operation on a dairy site, under the responsibility of that dairy, and covered by the Global Food Safety Initiative (GFSI) or SALSA is outside the scope of the audit. R	The auditor needs to check the site is under the control of the dairy and has accreditation recognised by either the GFSI, as defined in Appendix 1 of these Standards, or by SALSA.	The assessor does not have to inspect the CIP but has to confirm that the site has valid certification recognised by the GFSI or SALSA.

GFSI: The Global Food Safety Initiative. This is a business-driven initiative for the development of food safety management systems to ensure food facilities are processing safe food for consumers, thus providing a universal gold-standard of recognition to specific food safety audits.

The GFSI benchmarked schemes include: Primus GFS, FSSC 22000, Global Red Meat Standard, SQF, BRC Global Standard and IFS International Featured Standards.

Standard D1.3 – Tanker Hygiene Monitoring

To clarify that an alternative, equivalent system to ATP is also acceptable, the amended text in red is proposed.

Section	Standard	Guidance	Assessor Guidance
D1.3	An effective tanker hygiene monitoring system must be in place. R	An effective The system must include an effective and regular swabbing routine, e.g ATP system (Adenosine Triphosphate) or equivalent and regular, documented and visual inspections. Procedures must be in place to ensure that corrective action is taken if samples exceed set levels of cleanliness. 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). Details of the tanker wash procedure must be readily available, either on the tanker or at the depot.	Documentation check. Check that ATP system/tanker swabbing or equivalent is being undertaken as per customer requirements. Check recent customer audits. Key items of which evidence must be available include: <ul style="list-style-type: none"> • Swab results • Evidence of inspection with torch • Evidence of spray ball checks In any event, the driver should be familiar with the key operating parameters for the vessel in use.

Operating Protocol

When we announced the resumption of physical audits from July 1st, we included the following guidance:

“A further change, regarding outbased reload sites, is also being introduced in that, in certain cases (e.g. if an outbased reload site is a considerable distance from the main site) it is permissible for a virtual audit of the reload site to be held in association with a physical audit of the main site.”

We now need to formally include this in the document so are proposing the addition of item 55:

55. 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.

If a physical visit to an outbased reload site involves considerable travel, and would require the audit to extend into an additional day, it is permissible for a virtual audit of the outbased reload site to be held in association with a physical audit of the main site. Under such circumstances, the audit of the outbased reload site needs to be recorded as having been conducted on a virtual basis on the DTAS Certification Report.

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.

Please would you submit any comments you have on these proposed changes/additions to me at iwakeling@dairyuk.org by 17th November so we can identify any further amendments that need to be made before we incorporate the proposed changes in the relevant document.

Forthcoming DTAS Awareness Courses

Following the further easing of COVID-19 restrictions, DTAS Awareness Courses have resumed and one-day courses have been scheduled as follows:

- **4th November (overnight) - Arla, Westbury** (*overnight course for night shift workers*)
- **17th or 18th November - Dale Farm / MilkTrans, Northern Ireland** (*dependent on demand*)
- **23rd, 24th or 25th November - T P Niven, Dalbeattie** (*dates dependent upon demand*)

The DTAS Awareness Courses are for people who wish to gain a good and effective understanding of the DTAS Standards, but do not (necessarily) wish to become assessors.

Further details are available [here](#) or on the [Calendar page](#) of this website.

To reserve your place(s) on any of these courses, or to contact the course facilitator Paul Charlton, please phone 07742 410742 or email paul.charlton@casolutions.org.uk