



**PROPOSED CHANGES TO DTAS STANDARDS (v11a) AND OPERATING PROTOCOL (v9a)**

**April 2021 – March 2022 (as amended in December 2021)**

When we conducted the reviews of the DTAS Standards and Operating Protocol last year, there were a couple of issues on which we were waiting further guidance/agreement, so they could not be included in the review. We, therefore, issued interim versions of both documents (11a for the Standards and 9a for the Protocol) on 22<sup>nd</sup> December.

Having received the additional information, we have now held a further meeting of the Standards/Protocol Review Group and the following changes to the documents are now proposed:

**DTAS STANDARDS – VERSION 12, APRIL 2022 TO MARCH 2023**

**Standard A1.3 – Subcontractors membership of DTAS**

**In light of the continuing difficulties being experienced in the milk haulage sector, it is proposed that the temporary derogation is extended by a further six months to 30 September 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><b>R</b></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><b>Definitions:</b></p> <p><b>Definition of subcontractor:</b></p> <p>Subcontracting is where part of an operation has been assigned to a third-party haulier.</p> <p><b>Definition of milk haulier:</b></p> <p>A haulier is defined as being responsible for any of the following in relation to raw milk and / or milk fractions:</p> <p>Farm collection / loading of a tanker / transhipment between tankers / discharge into a delivery point / CIP of a tanker / management of aspects of the operation.</p> <p><b>Definition of traction only:</b></p> <p>A traction only haulier is not involved in farm collection / loading of a tanker / transhipment between tankers / discharge into a delivery point / CIP of a tanker / management of aspects of the operation.</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>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><b>The above is a temporary measure and will be removed at 31 March 30 September 2022.</b></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>
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#### Standard A2.4 – Load rejection procedures

In order to ensure that any milk which is rejected is quarantined (i.e. does not find its way back into the food chain), secured, traceable and documented and declared as ABP to meet legal requirements, the additional guidance highlighted is proposed:

A2.4	<p>Load rejection procedures must be in place.</p> <p><b>R</b></p>	<p>Specific procedures <b>for quarantining the load</b> will depend on the nature of the rejection but in all instances the driver must contact the depot for instructions to address both on-farm collection and delivery points.</p> <p>Written ABP policy must include traceability of the vehicle to ensure full CIP before being used again to transport milk or milk fractions.</p> <p>If required to transport ABP, proof of registration with Defra as a waste carrier must be demonstrated.</p>	<p><b>Documentation check (hauliers/drivers manual(s)) and questioning drivers and managers including:</b></p> <ul style="list-style-type: none"> <li>• <b>Examples of recent rejected loads.</b></li> <li>• <b>In case of animal by-products examples of transfer notes and method of disposal.</b></li> <li>• <b>Method of labelling tanker, e.g.; seals and warning boards/signs. Examples could be a red plastic seal (stating "Rejected", "Rejected ABP" or "ABP") or a Suzie lock applied to the rejected trailer.</b></li> <li>• <b>Method of quarantine if appropriate.</b></li> </ul> <p>Check CIP details following a recent ABP load:</p> <ul style="list-style-type: none"> <li>• Ex farm route summary.</li> <li>• CIP log.</li> </ul> <p>Check Manager / Supervisor knowledge of ABP traceability protocol.</p>
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#### Standard A4.6 – Third-party CIP

It is proposed that:

- **A register of certified CIP providers should be available on the DTAS website to avoid auditors having to check compliance at each audit.**
- **The section on the DTAS Certification Report and DTAS Random/Verification Audit Report which shows Associated Sub-Depots and Outbased Reload Sites (including lay-bys) should also include details of any CIP operations that have been included as part of the audit.**
- **DTAS should contact CIP Services on an annual basis for verification that their CIP operations comply with DTAS Standards.**
- **A DTAS Third-party CIP Audit Checklist template will also be added to the website.**

<p>A4.6</p>	<p>It is a requirement that a haulier using a third-party CIP operation, not categorised under the dairy CIP or haulier CIP definitions, ensures that it meets the DTAS standards.</p> <p>The haulier must annually seek to obtain evidence that the cleaning company complies with the Dairy UK Tanker Cleaning Code of Practice: Dairy Operations.</p> <p><b>R</b></p>	<p>The haulier is required to obtain evidence of compliance with the Dairy UK Tanker Cleaning Code of Practice: Dairy Operations:</p> <ul style="list-style-type: none"> <li>• That key cleaning parameters of adequate contact time, contact surface, cleaning agents circulation temperature and concentration are met as in standard A4.5</li> <li>• That the third-party CIP company is retaining tank cleaning records for a minimum period of <b>6 months</b>.</li> </ul> <p><b>A register of certified CIP providers is available on the DTAS website.</b></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>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.</p>
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### Standard C3.3 – Use of QAC’s

As this standard, covering the use of QAC’s, is more relevant to section A4 of the Standards (which deals with hygiene) it is proposed that it is moved into that section as Standard A4.8.

<p><del>C3.3</del> <b>A4.8</b></p>	<p>The use of Quaternary Ammonium Compounds is banned from the supply chain.</p> <p><b>R</b></p>	<p>All chemicals that may come into contact with either the product or the internal surfaces such as cleaning agents, disinfectants and sanitisers cannot contain QAC’s.</p>	<ul style="list-style-type: none"> <li>• Review list of chemicals used onsite and during tankers wash functions under the management responsibility of the haulier</li> <li>• Look for evidence of use during onsite inspection.</li> <li>• Look for evidence to confirm that products being used are QAC free and that they are not present on site or being used on associated sites under the management responsibility of the haulier.</li> </ul> <p>Documentation for clarification of the chemicals used for the cleaning of tankers by third-party companies, is required to prove that QAC’s are not being used.</p>
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In order to complement the existing skill-set on the DTAS Management Committee, it is proposed that there may be **a maximum of two** Independent Assessors joining the committee on an annual basis and, if more than **2** nominations are received, a vote will be conducted amongst the committee members to determine the successful candidate(s).

### Governance

7. In addition, as independent assessors carry out the majority of the audits, the committee will benefit from their specialist knowledge by having them represented. On an annual basis, all independent assessors will be invited to join the committee and ~~one~~ **a maximum of two** will be selected by the committee from those that apply to become a member of the committee for the forthcoming year.

Any person applying for this position must not have any apparent conflict of interest with any existing services they provide for DTAS or demonstrate an apparent conflict of interest during their time on the committee.

**If more than 2 nominations are received, a vote will be conducted amongst the committee members to determine the successful candidate(s).**