

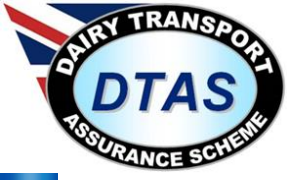


# DTAS ANNUAL CONFERENCE 2022

## *Proposed Changes to the DTAS Scheme Standards for 2022-23*

Gary Elkington

*Chair, DTAS Management Committee*



# STANDARDS REVIEW 2022/23

---

The review of Version 11 (April 2021 to March 2022) of the DTAS Scheme Standards was carried out in two stages:

- Version 11a issued to all members on 22 December 2021
- Version 12 – proposed changes circulated to members on 18 March 2022

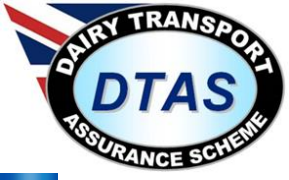


# STANDARDS REVIEW GROUP

---

The reviews were carried out by:

- Gary Elkington
  - Gosia Johnstone
  - Joanna King
  - Paul Charlton
  - Ian Wakeling
- Arla Foods  
Saputo Dairy UK  
Red Tractor  
Charlton Agricultural Solutions  
Dairy UK



VERSION 11a



# STANDARD A1.3 – Subcontractors membership of DTAS

	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><b>A traction only haulier may be permitted to undertake loading of a tanker / transhipment between tankers / discharge into a delivery point / CIP of a tanker subject to the haulier having received the appropriate training.</b></p> <p><b>The above paragraph is a temporary measure and will be removed at 31 March 2022.</b></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><b>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 / transhipment between tankers / discharge into a delivery point / CIP of a tanker.</b></p>

In light of the exceptional circumstances, a temporary derogation was added to 31 March 2022



# STANDARD A3.1 – Comprehensive traceability for all loads

Section	Standard	Guidance	Assessor Guidance
A3.1	<p>Procedures must be in place to ensure Comprehensive traceability for all loads.</p> <p><b>R</b></p>	<p>Records must include:</p> <ul style="list-style-type: none"> <li>• The description of the product.</li> <li>• Date and time of the collection.</li> <li>• Volume or quantity.</li> <li>• Names and addresses of 'Consignor' and 'Consignee'.</li> <li>• Name and address of the food business operator to whom the food is being sent.</li> <li>• Reference enabling the lot, batch or consignment, as appropriate, to be identified.</li> <li>• 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.</li> <li>• D600/BCT55 should include confirmation of Red Tractor assurance status if applicable. For clarity, this does not apply to ex-silo milk <b>from a dairy processing site.</b></li> </ul> <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 &amp; 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 and select one downloaded route for presence of:</p> <ul style="list-style-type: none"> <li>• Producer I.D. (name and no.)</li> <li>• Collection time.</li> <li>• Collection temperature.</li> <li>• Volumes collected.</li> <li>• Milk type being RT followed by any other individual company required information. The haulier must maintain an index of any abbreviations used.</li> </ul> <p>Question managers on treatment of exceptions.</p>

For clarity, the guidance has been amended to show confirmation of Red Tractor assurance status does not apply to ex-silo milk **from a dairy processing site.**



## STANDARD A4.7 – Dairy Controlled CIP

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) <b>or SALSA</b> is outside the scope of the audit. <b>R</b>	The auditor needs to check the site is under the control of the dairy and has accreditation recognised by the GFSI, <b>as defined in Appendix 1 of these Standards, or by SALSA.</b>	The assessor does not have to inspect the CIP but has to confirm that the site has valid certification recognised by the GFSI <b>or SALSA.</b>

**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

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 above), the text in red has been included.



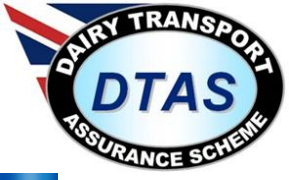
# STANDARD D1.3 – Tanker Hygiene Monitoring

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

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

Additional guidance has been added that the inspection interval may differ according to the First Purchaser’s requirements.





# VERSION 12



# STANDARD A1.3 – Subcontractors membership of DTAS

	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>A traction only haulier may be permitted to undertake loading of a tanker / transhipment between tankers / discharge into a delivery point / CIP of a tanker subject to the haulier having received the appropriate training.</p> <p>The above paragraph is a temporary measure and will be removed at <b>30 September 2022</b>.</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 / transhipment between tankers / discharge into a delivery point / CIP of a tanker.</p>

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.

# STANDARD A1.4 – Self-audits

	Standard	Guidance	Assessor Guidance
A1.4	Self-audits must be carried out against this standard at least annually. <b>R</b>	<p>Self-audits must be undertaken by a competent person and timed in such a way as there will be <b>one external audit (official DTAS audit) and one internal audit every twelve months, with these different audits being approximately six months apart, e.g.</b> if the external audit is in December then the internal audit should be in June.</p> <p>Such competency may be demonstrated by suitable auditing experience and/or participation in a DTAS training course, e.g. DTAS Awareness Course. Notes of self-audit to be retained.</p>	<p>The competent person should be questioned about the process for self-auditing and actions taken particularly with respect to training. Check for notes of the self-audit.</p>

To clarify that the external audit and internal audits should be carried out approximately six months apart, the guidance has been amended.

## STANDARD A2.4 – Load Rejection Procedures

	Standard	Guidance	Assessor Guidance
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>Documentation check (hauliers/drivers manual(s)) and questioning drivers and managers including:</p> <ul style="list-style-type: none"> <li>• Examples of recent rejected loads.</li> <li>• In case of animal by-products examples of transfer notes and method of disposal.</li> <li>• Method of labelling tanker, e.g.; seals and <b>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>• Method of quarantine if appropriate.</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>

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, additional guidance has been added.



## STANDARD A4.6 – Third-party CIP

	Standard	Guidance	Assessor Guidance
A4.6	<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 6 months.</li></ul> <p><b>A register of certified non-dairy, third-party 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>

Guidance has been amended to show that a register of certified third party, non-dairy CIP providers is available on the DTAS website.



## ADDITIONAL MEASURES RE THIRD-PARTY CIP OPERATIONS

---

It is proposed that:

- A register of non-dairy, third-party, 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 non-dairy, third-party CIP providers 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.



# AMENDMENT TO DTAS CERTIFICATION & RANDOM/VERIFICATION AUDIT REPORTS

Annex 1 to DTAS Operating Protocol



## DTAS Certification Report 2022–23

### PART A: SUMMARY

Name of haulier:
Haulier depot:
Haulier representative:
Email address of haulier contact:
Name of auditor:
Date of audit:
Name of shadow auditor (if any):
Primary customer on haulier site:
Contact details for primary customer:



Associated Sub-Depot(s) (Name and Post Code):
Sub-Depot(s) Audited:
Outbased Reload Sites, including lay-bys (Name and Post Code):
Outbased Reload Site(s) Audited:
Non-dairy, third-party CIP Operation Audited:

# CIP CHECKLIST



## DTAS - CIP Checklist

### CIP details

CIP location:	
Name of assessor:	
Date of visit:	

### Overall comments

### Non-compliance report

Detail of non-compliance	Corrective action required	Corrective action completed	
		Description	Signed

### Third party CIP provider

A4.6 – 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. The haulier must annually seek to obtain evidence that the cleaning company complies with the Dairy UK Tanker Cleaning Code of Practice: Dairy Operations.

Availability and compliance with the Dairy UK Tanker Cleaning Code of Practice: Dairy Operations	
Retention of all tanker cleaning records for a minimum of six months	

### Quaternary Ammonium Compounds

A4.8 - The use of Quaternary Ammonium Compounds is banned from the supply chain

Evidence to confirm that products being used are QAC free and that they are not present on site or being used on associated sites	
---	--

### Specification, maintenance and safety

A4.4 - 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

General appearance	
Security procedures (sufficient to prevent access to main control panel & chemicals).	
Suitability of chemical storage.	
Suitable food grade cleaning agents.	
Temperature and detergent concentration in compliance with supplier's recommendations.	
Presence of appropriately signed and working emergency eye washing and shower facilities.	
Presence of data sheets for the chemicals in use in proximity of the emergency wash facilities.	
Availability of appropriate PPE (safety goggles, rubber gloves and occasionally full-face mask) and use when CIP in operation.	
Presence of documented spillage procedures.	
Frequency of CIP maintenance and availability of records.	

### Operation, monitoring and effectiveness

A4.5 - CIP coming under the scope of the DTAS standards must have systems procedures in place detailing how tankers should be cleaned

Availability of operating instructions.	
Procedures to check suitability of final rinse water. <i>If mains water is not used the final rinse water must be analysed at least every six months to ensure potability as defined in Council Directive 98/83/EC. The water must be analysed in a UKAS accredited laboratory.</i>	
Is the CIP temperature checked and recorded daily?	
Is the chemical concentration or conductivity checked daily and recorded?	
Chemical concentration (reference test) should be checked and recorded monthly.	
Flow rate and pressure should be checked and recorded every three months.	
The volume and circulation time of each CIP cycle checked, recorded and monitored.	
Check frequency of visits by third-party chemical supplier and comments on performance of CIP.	





## STANDARD ~~C3.3~~ A4.8 – Use of QAC's

Section	Standard	Guidance	Assessor Guidance
A4.8	The use of Quaternary Ammonium Compounds is banned from the supply chain. <b>R</b>	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.	<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>

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



## STANDARDS AVAILABLE ON WEBSITE

---

The current version of the Scheme Standards is available for view/download on the DTAS website.

<http://www.dairytransport.co.uk/dtas/documents.eb>

ANY QUESTIONS?



APPROVAL TO IMPLEMENT?

