

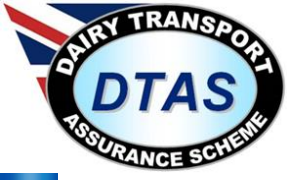


DTAS ANNUAL CONFERENCE 2024

Proposed Changes to the Key DTAS Documents for 2024/25

Gary Elkington

Chair, DTAS Management Committee



DTAS SCHEME DOCUMENTS REVIEW 2024/25



Scheme Standards: Version 14, May 2024 to March 2025



Operating Protocol: Version 12, as at May 2024



Tanker Driver Handbook: Version 2 – 2024/25



Draft Training / Annual Refresher Assessment document



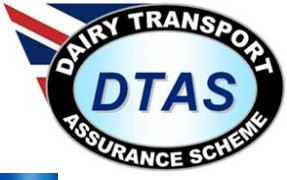
HACCP Study: Raw Milk Collection, Transportation and Delivery



STANDARDS REVIEW GROUP

The review was carried out by:

- John Whitelaw (Chair)
 - Gary Elkington
 - Adrian Currie
 - Rowena Marshall
 - Rob Brown
 - Paul Charlton
 - Chris Swain
 - Ian Wakeling
- T P Niven
 - Arla Foods
 - Dale Farm
 - Arla Foods
 - Red Tractor
 - Charlton Agricultural Solutions
 - CJS Transport Services Ltd
 - Dairy UK



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HACCP Study: Raw Milk Collection, Transportation and Delivery

LIST OF STANDARDS

LIST OF STANDARDS			
	CURRENT NUMBER	PREVIOUS NUMBER	DESCRIPTION
MODULE A: GENERAL MANAGEMENT			
SITE MANAGEMENT			
1	A1.1	A1.1	Appearance of depot
2	A1.2	A1.2	Registration with authorities
3	A1.3	A1.3	Subcontractors membership of DTAS
4	A1.4	A1.4	Self-audits
INCIDENTS, COMPLAINTS AND CONTINGENCY PROCEDURES			
5	A2.1	A2.1	Driver dealing with incidents
6	A2.2	A2.2/A2.6	Record of incidents and complaints
7	A2.3	A2.3	Enforcement authorities
8	A2.4	A2.4	Load rejection procedures
9	A2.5	A2.5	Notifiable diseases procedure
10	A2.6	A2.7	Contingency procedure re emergencies
11	A2.7	A2.8	Procedures to counter disruption to haulage operations
TRACEABILITY			
12	A3.1	A3.1	Comprehensive traceability for all loads
13	A3.2	C4.1	Barrel numbering
PERSONAL HYGIENE			
14	A4.1	A4.1	Personal hygiene procedures
15	A4.2	A4.2	Provision of hygiene facilities on site
16	A4.3	A4.3	Site meets statutory hygiene requirements
17	A4.4	B2.1	Health screen/staff at risk policy

Removal of numbers from previous standards.

ADDITION OF FS TO STANDARDS THAT RELATE TO FOOD SAFETY

Section	Standard	Guidance	Assessor Guidance
A4.3 FS	Procedures must be in place to ensure the site meets statutory hygiene requirements.	Procedures should include: <ul style="list-style-type: none"> • Pest control • Cleaning schedules • Spillages • Suitability of cleaning chemicals 	<p>Check for contract with pest control company or evidence of an internal policy. Look for:</p> <ul style="list-style-type: none"> • Evidence of rodent activity. • Bait stations. • Regular reports from contractor. <p>Look for equipment to deal with spillages:</p> <ul style="list-style-type: none"> • Appropriately signed / labelled spill kits (preferably of a dis-similar colour to other bins provided on site). • Question staff on procedures.

Addition of FS to those standards relating to Food Safety, that must be included in the responses to the annual HACCP Questionnaire.



ADDITION OF MODULE G: TRACTION-ONLY HAULAGE

Existing Modules introduced for 2023/24 in addition to Module A : General Management

B	Sub-depots, Outbased Reload Sites (OBR) and Use of Lay-bys
C	Farm Collection and Roadside Collection
D	Reload
E	Milk Fractions
F	Depot On-site CIP



B	SUB-DEPOTS, OUTBASED RELOADS (OBR) AND USE OF LAY-BYS	This module relates to all outbased reload facilities and use of lay-bys.
C	FARM COLLECTION AND ROADSIDE COLLECTION C1: Heat Treatment Order (HTO) procedures C2: Calibration C3: Milk collection and inspection C4: Sampling and testing C5: Roadside farm collection	This module relates to all operational aspects of the farm collection operation, including sampling.
D	RELOAD D1: Hygiene D2: Testing	This module relates to all operational aspects of the reload operation.
E	MILK FRACTIONS	This module relates to the bulk transportation of milk fractions.
F	DEPOT ON-SITE CIP	This module relates to CIP owned, or leased, and managed by the haulier.
G	<u>TRACTION-ONLY HAULAGE</u> <u>G1: DTAS certification</u> <u>G2: Testing</u> <u>G3: Discharge</u> <u>G4: Milk fractions</u>	<u>This module relates to all operational aspects of the traction-only operation</u>

**Addition for 2024/25 of:
Module G: TRACTION-ONLY HAULAGE**



STANDARD A1.3 – Subcontractors membership of DTAS

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>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: 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 / transhipment 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 / 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 on 31 March 2024.</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>

- Standard reduced to be subcontractor only, following the inclusion of Module G.
- Previous derogation (relating to traction-only hauliers) to be removed, as it is no longer relevant with the introduction of Module G.

STANDARD A1.4 – Self-audits

Section	Standard	Guidance	Assessor Guidance
A1.4	Self-audits must be carried out against this standard at least annually. R	<p>Self-audits must be undertaken by a competent person and timed in such a way as there will be one external audit (official DTAS audit) and one internal audit every twelve months, with these different audits being approximately six months apart, e.g. 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>Ideally, the self-audit should be completed by someone who has taken, or intending to complete, the HACCP Awareness Course.</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>

Amended to state that the self-audit should be completed by someone who has taken, or intending to complete, the HACCP Awareness Course.



STANDARD A2.3 – Enforcement authorities

Section	Standard	Guidance	Assessor Guidance
A2.3	Procedures must be in place for setting out the correct actions in the event of being approached by enforcement authorities. R	Procedures must be documented and all personnel made aware of them. Enforcement authorities would include: <ul style="list-style-type: none">• Environmental Health.• Environment Agency.• Trading Standards Officers.• Police.• DVSA (Driver and Vehicle Standards Agency) for GB or DVA (Driver and Vehicle Agency) in Northern Ireland.	Documentation check (drivers' handbook) and questioning all personnel.

Amended wording from VOSA to DVSA for GB and Driver and Vehicle Agency (DVA) for Northern Ireland.

STANDARD A2.4 – Load rejection procedures

Section	Standard	Guidance	Assessor Guidance
A2.4	<p>Load rejection procedures must be in place.</p> <p>R</p>	<p>Specific procedures for quarantining the load 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 (or equivalent body in devolved administrations) 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"> • Examples of recent rejected loads. • In case of animal by-products examples of transfer notes and method of disposal. • 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. • Method of quarantine if appropriate. <p>Check CIP details following a recent ABP load:</p> <ul style="list-style-type: none"> • Ex farm route summary. • CIP log. <p>Check Manager / Supervisor knowledge of ABP traceability protocol.</p>

Amended wording to include equivalent body in devolved administrations.

STANDARD A2.5 – Notifiable diseases procedure

Section	Standard	Guidance	Assessor Guidance
A2.5	<p>Procedures for notifiable disease outbreaks must be in place.</p> <p>R</p>	<p>Hauliers must implement customer procedures covering notifiable diseases for farm animals, such as FMD 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"> • Accessibility of relevant CoPs. • Driver guidelines. • Evidence in driver training. <p>Discussion with managers to check awareness:</p> <ul style="list-style-type: none"> • Location of CoPs. • Training records. • Evidence of ability to obtain filters and disinfectant supplies in event of an outbreak. • How drivers are made aware. <p>Bio-security controls procedures:</p> <ul style="list-style-type: none"> • Provision of personal protective clothing, backpacks and suitable disinfectant for drivers and vehicles. • Obtaining necessary licences.

Amended to clarify that it is procedures relating to farm animals that must be implemented.

STANDARD A2.6 – Contingency procedure re emergencies

Section	Standard	Guidance	Assessor Guidance
A2.6	<p>There must be a documented contingency procedure to cover emergencies to which all staff must have access and are familiar with its contents.</p> <p>R</p>	<p>The procedure must document:</p> <ul style="list-style-type: none"> • Brief details of likely emergencies and key contacts. • Emergency services. • Local doctor. • Environment Agencies • Electricity, gas and water suppliers. • Fuel supply. • Internal company contacts. • HSE. • Complete producer details from all farms collected. • Route details including specific farm requirements. • Basic site map must clearly show as a minimum: <ul style="list-style-type: none"> ○ position of water supplies and mains, ○ fire hoses/extinguishers, ○ fuel stores and combustible materials, ○ electricity mains and meter, ○ water drainage and water courses and colour coded drains. 	<p>Documentation check and questioning staff.</p> <p>Ask for evidence of all documents being readily available and complete as per list.</p> <p>Ask members of staff what they would do in an emergency and where they would find details of all phone numbers and actions required in an emergency.</p>

Change of wording from Environment Agency and SEPA in Scotland to Environment Agencies.



STANDARD A5.2 – HACCP Review

Section	Standard	Guidance	Assessor Guidance
A5.2	<p>The HACCP must be reviewed at least annually.</p> <p>The person responsible for undertaking the annual HACCP Review must have taken, and completed, the HACCP Awareness Course.</p> <p>R FS</p>	<p>The HACCP must be reviewed whenever there is a change in the process that might have a material effect on the outcome of the HACCP plan.</p> <p>The HACCP must be reviewed whenever a new risk to product quality has been identified, through scientific or technical developments.</p> <p>At a minimum the HACCP must be reviewed annually. If the haulier is using the Dairy UK HACCP this will be demonstrated by records indicating communication between the Dairy UK HACCP team and the haulage operator i.e. meeting notes, email or formal letter.</p>	<p>Questioning managers:</p> <ul style="list-style-type: none"> To see whether any change in process have occurred How new risks are identified/alerted and the procedure for updating the plan <p>Documentation check to ensure:</p> <ul style="list-style-type: none"> Identified changes have been incorporated into the HACCP. Check date of last review of the HACCP Evidence of persons involved in the HACCP review.

Requirement that the person responsible for undertaking the annual HACCP Review must have taken, and completed, the Techni-K Online Food Safety Training Course (unless already holding level 2/3 HACCP certification or above).

STANDARD A6.2 – Drivers aware of legal requirements

Section	Standard	Guidance	Assessor Guidance
A6.2	<p>Drivers must be aware of their legal responsibilities for food safety applicable to their job.</p> <p>FS</p>	<p>Question drivers regarding their personal responsibility for food safety, and how and why the procedures affect food hygiene and safety, e.g.</p> <ul style="list-style-type: none"> • Importance of effective CIP at least once every 24 hours • Tanker security • Milk inspection • Personal hygiene • Farm collection procedures • Re-load procedures <p>Check drivers' handbook and documented haulier procedures.</p> <p>It would be advisable for food safety and hygiene to be included in driver training.</p>	<p>Questions must be relevant to drivers' area of activity: ex-farm versus re-load.</p>

Expanded to include driver's legal responsibilities in relation to food hygiene and safety applicable to their job.

STANDARD A9.2 – Post-CIP inspection

Section	Standard	Guidance	Assessor Guidance
A9.2	<p>The inside of tankers must be visually inspected after CIP and records kept of time, date, and premises where cleaning is carried out, and records retained for a minimum period of 6 months.</p> <p>Following CIP, the rinse water from the outlet valves should be checked for any abnormality.</p> <p>CIP records must be kept of time, date, and premises where cleaning is carried out, and records retained for a minimum period of 6 months.</p> <p>R FS</p>	<p>If ease of tanker access and health & safety considerations permit, an internal inspection must be carried out Checks must be undertaken to ensure visible surfaces are visually clean, well-drained and free from odour and milk residue.</p> <p>Should internal tank inspection be impractical then all outlet valves must be checked and final drainage residues checked for any abnormality.</p>	<p>Documentation check and questioning drivers, managers and CIP operators if relevant.</p> <p>Accompanied by manager/supervisor check vehicles recorded as cleaned (but not loaded) and remove blank end cap to check drainage is complete and that CIP was satisfactory; check blank ends, butterfly valves and outlet for any evidence of milk residue or milkstone.</p> <p>Check tanker rejection history to see whether lack of drainage has been identified as a problem previously.</p>

Amended wording to ensure rinse water from the outlet valves is checked for any abnormality and all visible surfaces are visually clean, well-drained and free from odour and milk residue.



STANDARD G1.1 – Requirements for DTAS certification

Section	Standard	Guidance	Assessor Guidance
G1	REQUIREMENTS FOR DTAS CERTIFICATION		
G1.1	<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>Definition of Traction-only:</p> <p>A traction-only haulier is not involved in farm collection / loading of a tanker / transhipment between tankers.</p> <p>A traction-only haulier may be permitted to undertake discharge into a delivery point / CIP of a tanker subject to the haulier having received the appropriate training.</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 discharge into a delivery point / CIP of a tanker.</p>

Previous derogation in Standard A1.3 (relating to traction-only hauliers) has been removed, as it is no longer relevant with the introduction of this Standard.



STANDARD G2.1 – On-site milk testing

Section	Standard	Guidance	Assessor Guidance
G2 TESTING			
G2.1	Appropriate facilities and procedures must be in place for on-site milk testing by the driver at the dairy. R FS	Facilities and procedures must include: <ul style="list-style-type: none">• Any specific customer requirements.• Suitable test environment that allows staff to carry out tests without interruption.• Written testing procedures.• Record keeping for test results.• Staff training records for onsite dairy milk testing.	Where there are driver dairy on-site milk testing facilities, check: <ul style="list-style-type: none">• Written customer requirements.• Suitable test environment that allows staff to carry out tests without interruption.• Safeguards to ensure procedures are in place to assist drivers with any sampling issues.• The existence of written testing procedures.• Record keeping of test results.• Existence of training records on testing procedures.

Relates to on-site milk testing by the driver at the dairy.

STANDARD G3.1 – Load discharge procedures

Section	Standard	Guidance	Assessor Guidance
G3	DISCHARGE		
G3.1	Procedures must be in place for all aspects of load discharge including requirements specific to individual delivery sites for load measurement, sampling, and safe systems of work.	<p>Procedures must be in the driver’s handbook or hauliers’ procedures and must include:</p> <ul style="list-style-type: none"> • Vehicle tare and gross weights where weighbridges are used for the measurement of the load. • Investigation and recording of discrepancies prior to leaving delivery sites. • Obtaining relevant traceability documentation. • Obtaining proof of delivery. • Checking to ensure vessels are completely drained prior to leaving the milk reception area. • Where required providing assistance to customers with load samples, ensuring samples are taken hygienically and from approved sample points. • Observing all delivery site traffic rules including safety rules. Following haulier procedures where only part of the tanker volume has to be delivered. 	<ul style="list-style-type: none"> • Check Driver handbook or haulier procedures. • Question drivers on their knowledge of load discharge.

Relates to all aspects of load discharge specific to individual delivery sites.

STANDARD G4.1 – Milk fractions procedures for onward delivery

Section	Standard	Guidance	Assessor Guidance
G4	MILK FRACTIONS		
G4.1	<p>Procedures must be in place for dairy loading of milk fractions for traction-only onward delivery.</p> <p>R FS</p>	<p>Examples of such milk fractions may include whey, cream of differing grades, skim concentrate and skim.</p> <p>Documented haulier procedures must include.</p> <ul style="list-style-type: none"> • Procedures for security of vessel and contents • Procedures demonstrating effective cleaning of any ancillary equipment such as reducers and hoses. 	<ul style="list-style-type: none"> • Check Driver Handbook or documented haulier procedures. • Question drivers or relevant staff on their knowledge of these procedures. • Inspect records to ensure appropriate training on cleaning procedures required for milk fractions.

Relates to dairy loading of milk fractions for traction-only onward delivery.



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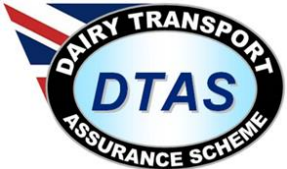
Tanker Driver Handbook: Version 2 – 2024/25



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HACCP Study: Raw Milk Collection, Transportation and Delivery



PROPOSED DTAS OPERATING PROTOCOL – Version 12



THE VOICE OF THE DAIRY INDUSTRY

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DAIRY TRANSPORT ASSURANCE SCHEME (DTAS)

OPERATING PROTOCOL

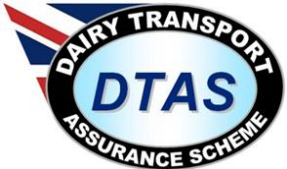
(Version 12 as at May 2024)



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Origins

1. Assuring food safety through every part of the food chain is a vital priority for the dairy industry and its consumers.
2. Assurance from farm to fork is one of the underlying principles of the Red Tractor Farm Scheme owned and operated by Assured Food Standards.
3. In the dairy industry assurance for dairy farming is provided by the Red Tractor Assurance Dairy Scheme which covers all aspects of dairy farming up to the farm gate. For milk processing, assurance is provided by the GFSI benchmarked schemes, which cover all aspects of dairy processing from milk reception to product distribution.
4. The Dairy Transport Assurance Scheme (DTAS) fills the gap between farm gate and milk reception and ensures that the transport of milk and milk fractions from the farm gate to the dairy processing site and between dairies is covered by an assurance scheme.
5. The primary function of the scheme is to provide milk purchasers with assurance that raw milk and milk fractions are being transported to acceptable standards.



CERTIFICATION REPORT & RANDOM/VERIFICATION AUDIT REPORTS (1)

Certification and Random/Verification Audit Reports have been updated with new date and inclusion of Module G.



Annex 1 to DTAS Operating Protocol



DTAS Certification Report 2024-25

<u>PART A SUMMARY</u>	
	<i>Module A: General Management</i>
	<i>Module B: Sub-depots, Outbased Reloads (OBR) and Use of Lay-bys</i>
	<i>Module C: Farm Collection and Roadside Collection</i>
	<i>Module D: Reload</i>
	<i>Module E: Milk Fractions</i>
	<i>Module F: Depot On-site CIP</i>
	<i>Module G: Traction Only</i>

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:



ITEM 20: SCOPE OF THE STANDARDS

Scope of the Standards

20

The modules cover:

- A: General Management, which all members are required to comply with.

And the following modules, depending on the scope of the operation:

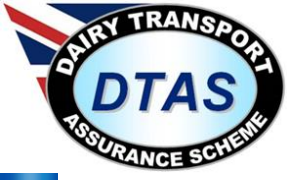
- B: Sub-depots, Outbased Reload Sites (OBR), and use of lay-bys
- C: Farm Collection and Roadside Collection
- D: Reload
- E: Milk Fractions
- F: Depot On-site CIP
- **G: Traction-only**



DTAS ASSESSOR EVALUATION REPORT

<i>PART D: STANDARDS ASSESSMENT</i>	
TRACTION-ONLY (Module G) WHAT GREEN LOOKS LIKE: <ul style="list-style-type: none">• Confirm that effective sample management procedures are being implemented by trained drivers• Assess procedures for discharge of milk, including interview with a driver• Inspect records to ensure appropriate training procedures are being implemented for milk fractions	SCORE Green (Good) Amber (Improvement needed) Red (Unacceptable):
COMMENTS:	
ACTION PLAN FOR IMPROVEMENT:	
TIMESCALE:	

Updated to include the requirements for Module G: Traction-only.



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HACCP Study: Raw Milk Collection, Transportation and Delivery



2.6 - DVSA

2.6 - DVSA

If you are stopped by a DVSA representative, please ensure that you ask for the relevant paperwork in connection with the associated vehicle inspection.

2.7 - TRAINING

2.7 - TRAINING

All personnel, (including non-directly employed) must be trained in all areas applicable to their role. This training must be regularly reviewed, and training provided as necessary.

A helpful guide for Training/Annual Refresher Assessment is shown [here](#).

[Link to new Training/Annual Refresher Assessment spreadsheet \(Doc 12\)](#)

<u>Training/Annual Refresher Assessment (Doc 12)</u>				
1				
2				
3	Driver:			
4				
5	Date:		Assessor:	
6				
7			Reference Page of Drivers Handbook	Performance Rating
8		Key Points		Remarks
9	Food Safety Act	Be alert for any contamination of milk, and be aware of 48-hour rule	6	
10	No Smoking Policy	This includes E-smoking	6	
11	Environmental Health and Trading Standards Officers	Report to depot if authorities approach you during the shift	6	
12	DVSA - Road side checks	Always contact office if stopped by DVSA, even if they find no defects/infringements, and ask for the check sheet	8	
13	Health and Safety	Report any unsafe equipment or working practices to supervisor and then avoid until made safe	7 & 8	

2.8 – COUPLING AND UNCOUPLING TRAILERS

2.8 – COUPLING AND UNCOUPLING TRAILERS

The correct procedures for the following topics are shown in the document [here](#):

- coupling and uncoupling trailers
- use of handbrake
- uncoupling part-loaded trailer
- disconnecting air and electrical services and hydraulic lines

[Link to new Coupling/Uncoupling procedures for standard semi-trailers document \(Doc 11\)](#)



Uncoupling procedure for standard semi-trailers

(where there is room to operate safely between the rear of the tractor cab and the front of the semi-trailer) *(Doc 11)*

- Make sure that the ground is hardstanding (i.e. firm enough to hold the trailer and its legs), and that the cab brakes are applied before getting out.
- If you have a twin pot tank, please make sure there is enough weigh in the back compartment to stop trailer nose tipping forward.
- Park the combination in a straight line
- Apply the tractor unit parking brake, stop the engine, and remove the keys.
- Apply the trailer parking brake.



2.9 – PART LOADS / TANKER ULLAGE / AVOIDANCE OF VEHICLE ROLL OVER

The best driving practice for part-loaded vehicles, including actions to avoid the following, is shown in the document [here](#):

- making drivers aware of the dangers of part-loaded tankers
- liquid surges leading to overturned vehicles

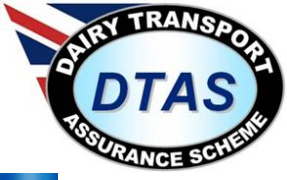
[Link to new Part Loads / Tanker Ullage / Avoidance of Vehicle Roll Over document \(Doc 13\)](#)



PART LOADS / TANKER ULLAGE / AVOIDANCE OF VEHICLE ROLL OVER (Doc 13)

- 5% of reported HGV collisions are because of vehicle roll over.
- The shape and structure of HGV's leads to a high centre of gravity, which increases the chances of the vehicle rolling over.
- Semi articulated vehicles carry a higher risk due to the coupling.





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HACCP Study: Raw Milk Collection, Transportation and Delivery



TRAINING / ANNUAL REFRESHER ASSESSMENT SPREADSHEET (1)

- Produced as an accompaniment to the Tanker Driver Handbook
- Provides a useful summary of the training/annual refresher assessment for tanker drivers, with particular focus on traction-only and reload operations
- Sections (to align with the Tanker Driver Handbook) on:
 - Key information
 - At the Depot (Start of Shift)
 - At the Reload Site
 - At the Dairy
 - At the Depot (End of Day)
 - Transhipment and Ex-silo
 - Other Issues
 - Other (Coupling and Uncoupling Trailers)

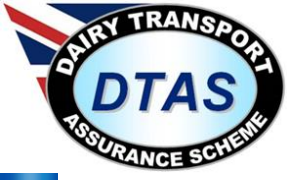


TRAINING / ANNUAL REFRESHER ASSESSMENT SPREADSHEET (2)

- Key Items:
 - Driver
 - Date
 - Assessor
 - Any Additional Comments

- For each topic, sections on:
 - Key Points
 - Reference Page of Tanker Driver Handbook
 - Performance Rating (E = Excellent; S = Satisfactory; A = Attention Required)
 - Remarks

- **Standards, Operating Protocol, Tanker Driver Handbook and Training Spreadsheet all aligned**



DTAS SCHEME DOCUMENTS REVIEW 2024/25



Scheme Standards: Version 14, May 2024 to March 2025



Operating Protocol: Version 12, as at May 2024



Tanker Driver Handbook: Version 2 – 2024/25



Draft Training / Annual Refresher Assessment document



HACCP Study: Raw Milk Collection, Transportation and Delivery – *to follow*



DOCUMENTS AVAILABLE ON WEBSITE

The current versions of all DTAS documents are available to view/download on the DTAS website.

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

ANY QUESTIONS?



APPROVAL TO IMPLEMENT FROM MAY 1ST?

