FARM COLLECTION TANKER SECURITY AND SEALING

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1: MAIN SEALING POINTS

Farm Collection tanker:

- Hose tube
- Drawbar trailer (also applies to drag trailers)
- Side manway hatch
- Exposed pipework joints, joints and valves (including CIP line)
- Rear cabinet
- External sample point
- Top box

Secured using:

- Shoot bolts
- Clasps
- Padlocks
- Single use seals
- Encryption boxes
- Air locks “pneumatic” system

IMPORTANT NOTES:

1. **Where single use seals are used, their application must ensure security and avoid access without the seal being compromised / broken.**

    - **The seal must not be cut and re-used** ***(see page 2).***

The seal must not be cut and re-used. These pictures demonstrate how an insufficiently tightened seal can be compromised (the sequence of photographs all relate to the same seal):

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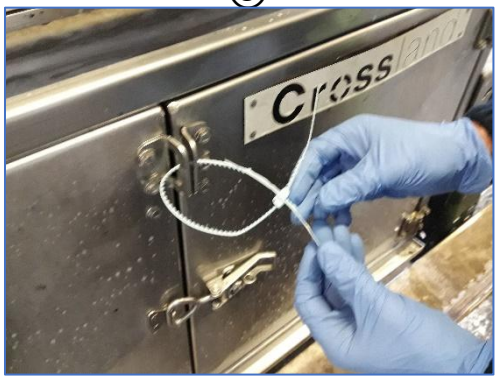

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2. **If there is an access ladder on the tanker, there is a requirement for top box to be sealed. The method of sealing needs to be visible from ground level.**

Access ladder ✓ **Top box open** ✓ **Top box closed** ✓

Examples of ground level sealing.

✓

✓

Ladders can be sealed off

✓

✓

✓

Security cable system secured to N/S Bogie Rail, along with ladder restriction.

Ladder restriction with padlock and cable tie for cable system

Ladder restriction open

An example of an alternative sealing method for the top box. Where possible the method of sealing should be visible.

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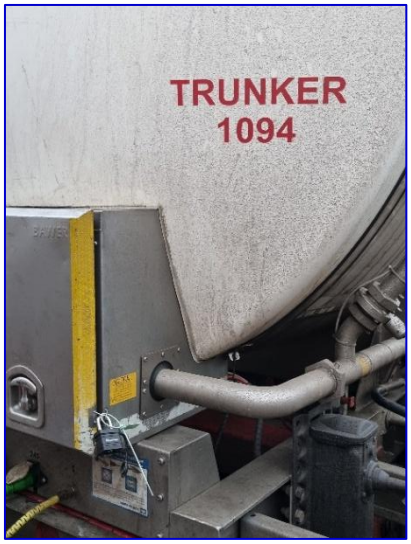
Top box with padlock



If a padlock is being used, a security seal must also be used to prevent unauthorised access.

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DTAS Standard A10.1 states:

> ***"Procedures must be in place for when a tanker is left unattended at an unsecured site in that all access points to the milk and milk contact surfaces must be secured to prevent tampering or to detect tampering".***

If there is an access ladder on the tanker, there is a requirement for the top box to be secured. The method of securing needs to be visible from ground level. Where access ladders are present, these can be blanked off to provide security to the top box.

If there is no ladder on the tank, or the ladder can be sealed / sealed off then there is no requirement to physically seal the top box, subject to individual customer specification.

3. **Any operator using systems with exposed flexi-hoses needs to be able to demonstrate a safe and secure way of managing the risk.**

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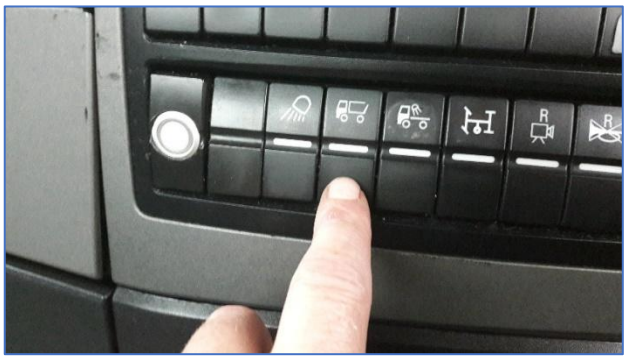
4. **If an airlock system is in use, incorporating all access points, this will be deemed to be an adequate security measure.**

Procedure:

1. The release button that is situated in the cab of a vehicle is just a simple push button that sends a positive signal to the rear door locks and opens for a time of 3 minutes.
2. Once the 3-minute time has been reached the door locks automatically re-activates.
3. Once the driver then closes the rear door the locks are enabled. They are set on a 3-minute timer to enable a driver adequate time to vacate the cab and walk to the rear of the vehicle.



The series of photos below demonstrates the system which is similar to a central locking system on a car.

Pneumatic valve to operate airlock

Rear boot door locking point

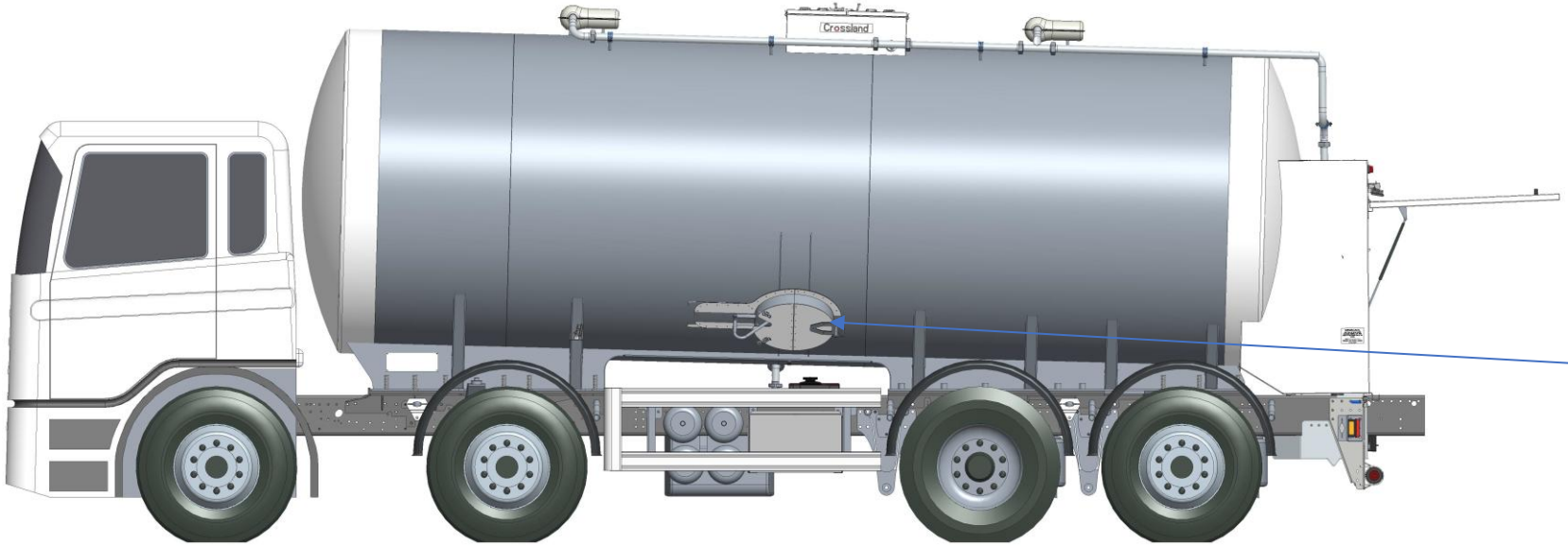
REAR CABINET LOCKING POINTS

Rear cabinet locking point retracted

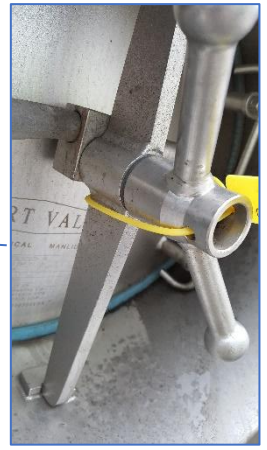
Rear cabinet locking point deployed

2: DIAGRAMS OF FARM COLLECTION TANKER SEALING POINTS

TOP BOX SEALING



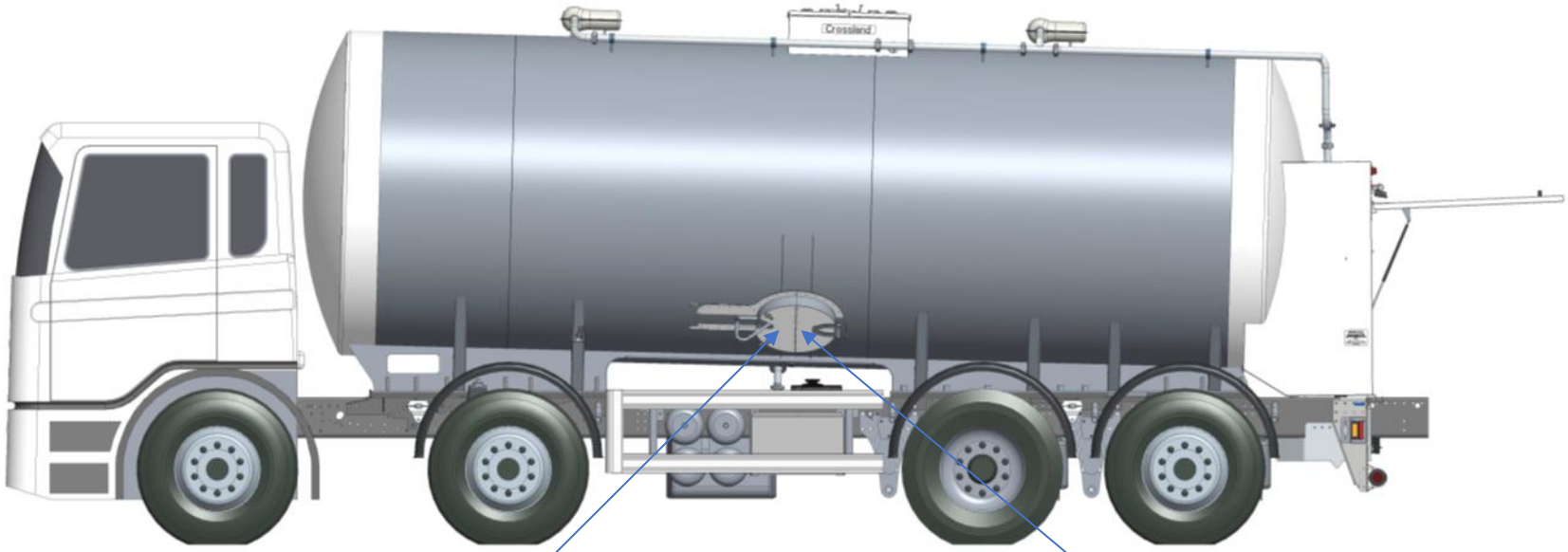
SIDE MANWAY HATCH

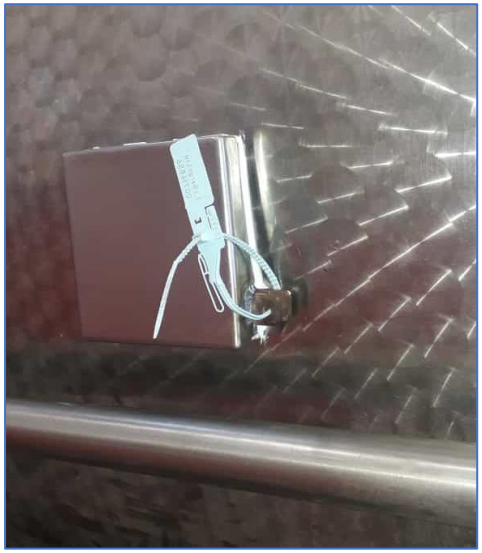


HOSE TUBE

REAR CABINET

Correct method of applying security seal for this type of latch. Application of the seal has to be done in such a way that it cannot be opened without breaking the seal.

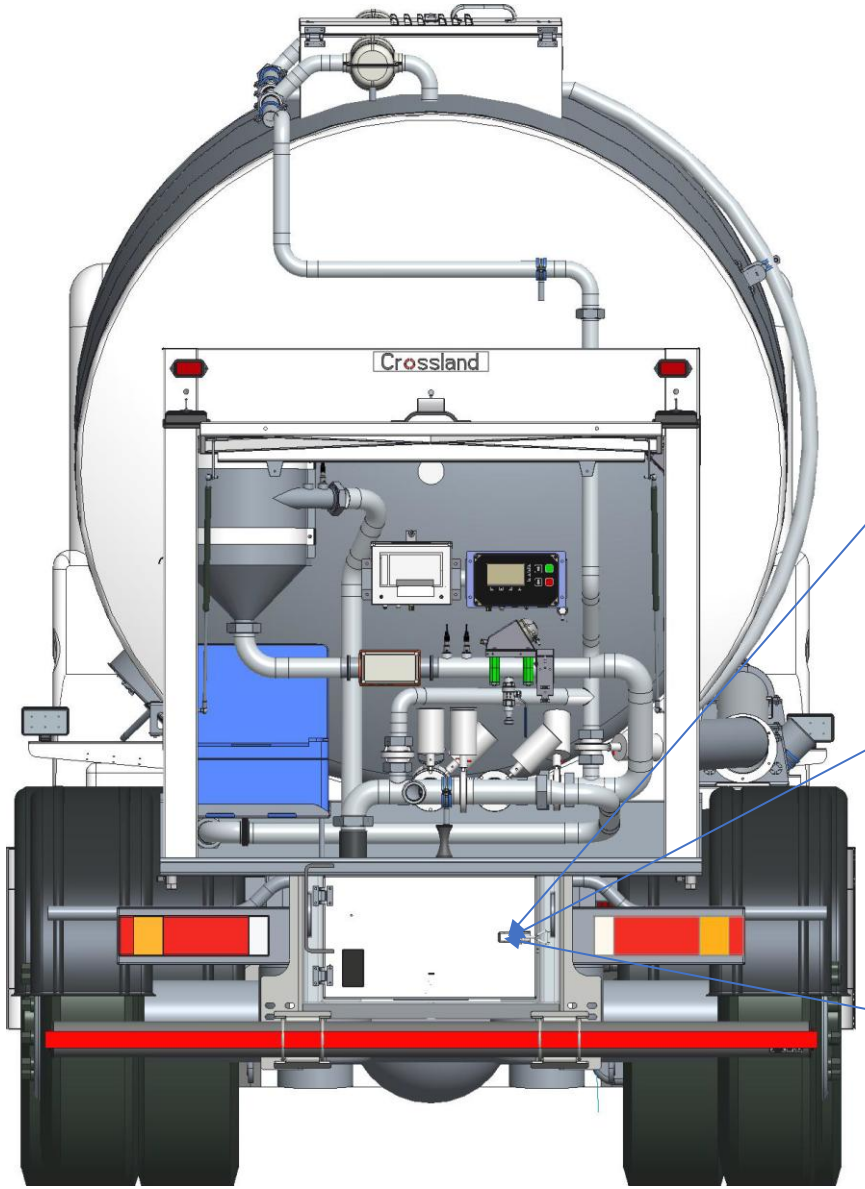




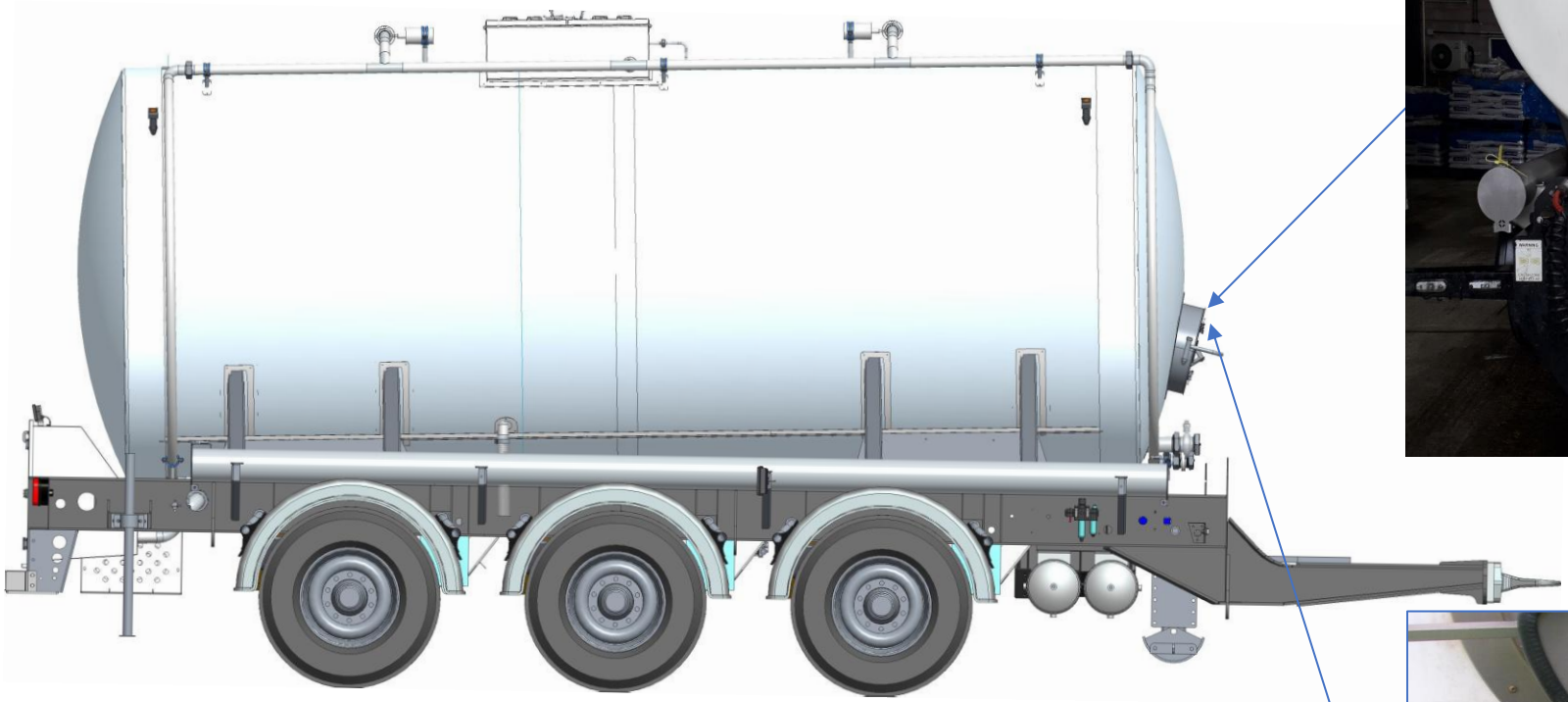
EXTERNAL SAMPLE POINT

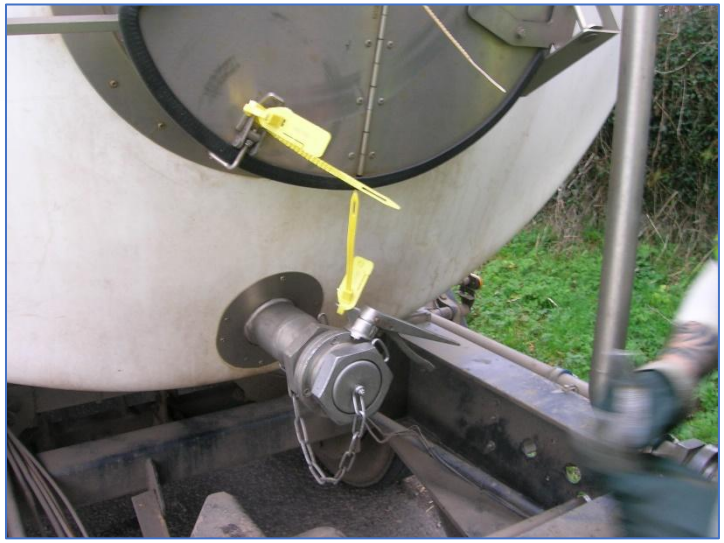
External sample taps that are fully exposed to the elements with no method of sealing present a contamination risk

REAR CABINET



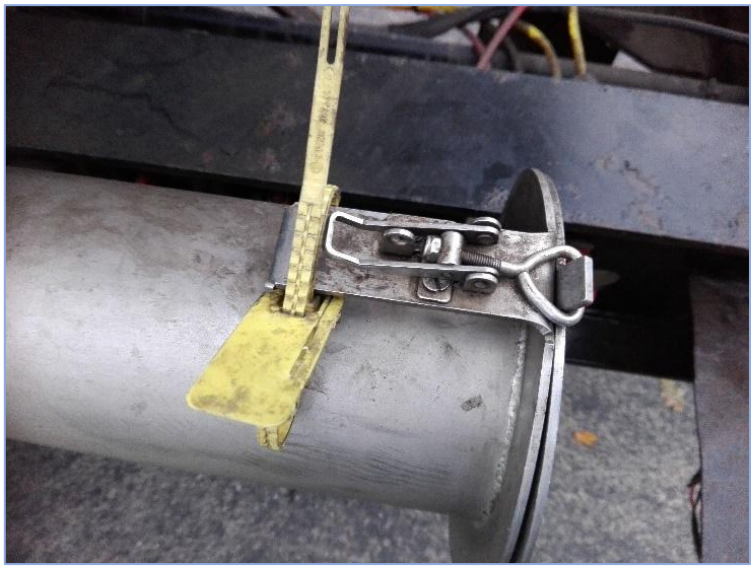
3: DRAWBAR TRAILER SEALING POINTS





APPENDIX 1: EXAMPLES OF BAD PRACTICE / INEFFECTIVE SEALING

Hose tube secured?



Security seal slid from latch

Access to hose tube without breaking seal

If applied to ladder top seal could be compromised by sliding up and down the ladder rail

Seal not tightened sufficiently – could be cut and re-applied

Applied through handle only – needs to be applied to door centre brace to be effective

Applied loosely through eyelet only

Applied tightly but through eyelet only

Latch opened without breaking seal

APPENDIX 2: RECOMMENDED SEAL COLOURS

Wherever possible, it is suggested that the following seal colours should be used to indicate the status of the tanker.

- Clean/Empty - Blue
- Partial Loaded - White
- Fully Loaded - Yellow
- Rejected - Red
- Milk Fractions (Cream/Skim/Whey) - Green
- Specialist e.g. Organic/C.I. – n/a
- Other – n/a

Acknowledgement:

We gratefully acknowledge the help of Crossland Tankers in the production of this document by supplying the tanker diagrams that have been used for illustration on pages 7, 8, 9, 10 and 12.

https://crosslandtankers.com/