# DAIRY TRANSPORT ASSURANCE SCHEME

## Scheme Standards: Version 16, May 2026 to March 2027

## *(as amended in April 2026)*

***Note: The DTAS Standards are now based on a modular format, whereby members are certified for those aspects of the scheme that they undertake, and their annual certificate will display those modules they have been audited against.***

## MODULES

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| **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**<br>C1: Heat Treatment Order (HTO) procedures<br>C2: Calibration<br>C3: Milk collection and inspection<br>C4: Sampling and testing<br>C5: Roadside farm collection | This module relates to all operational aspects of the farm collection operation, including sampling. |
| **D** | **RELOAD**<br>D1: Hygiene<br>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** | **TRACTION-ONLY HAULAGE**<br>G1: DTAS certification<br>G2: Testing<br>G3: Discharge<br>G4: Milk fractions | This module relates to all operational aspects of the traction-only operation |

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# A: Introduction

This scheme aims to combine food safety legal requirements, and other appropriate legislation, with recognised industry good practice and specific customer requirements to provide confidence in the supply chain.

These standards set out minimum requirements hauliers must have in place to ensure food safety including food hygiene, traceability and some operational matters. Hauliers must achieve these when handling and transporting milk (e.g. goats milk, Organic, Channel Island, Kosher, etc.) and milk fractions (cream, skim, skim concentrate, whey and whey concentrate). The standards are applicable at depots, sub-depots and outbased reload sites.

Haulage operations must be conducted in accordance with this scheme at all times both within the UK and abroad.

Hauliers are assumed to be fully compliant with DVSA (Driver and Vehicle Standards Agency) for GB or DVA (Driver and Vehicle Agency) in Northern Ireland and health and safety requirements.

For a list of definitions as applied to this code of practice, see Appendix 1

The haulier must be able to demonstrate compliance with the standard and the requirements set out in the guidelines.

Procedures must be periodically reviewed to ensure that they incorporate site specific changes to traffic rules, safety procedures or any other aspects relevant to the functions listed above.

In completing assessments against these standard assessors must ensure that procedures are in place and are implemented by all relevant personnel.

An R in the text indicates areas where there is a need to keep a record. All records must comply with the general criteria detailed in Appendix 2.

A FS in the text indicates this relates to issues relating to Food Safety in conjunction with the annual HACCP review.

**Key to highlighted questions:**

| Questions for Drivers |
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| MODULE A: GENERAL MANAGEMENT | | | | |
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| **Section** | **Standard** | **Guidance** | **Assessor Guidance** | **Notes** |
| **A1** | **SITE MANAGEMENT** | | | |
| A1.1 | General appearance of the depot must present a professional image. | Site must be generally clean and in good repair. | Generally tidy with absence of accumulated rubbish and scrap.<br><br>Yard surface must be in good repair and regularly cleaned with absence of:<br><br>• Accumulated mud.<br>• Stagnant standing water.<br>• Weeds.<br><br>Buildings well maintained.<br>Perimeter fence in good repair (if applicable). | |
| A1.2 | Hauliers must be registered with the authorities required by the food hygiene regulations.<br>R | Legislation [(EC) 852/2004] requires individual sites to be registered if they are transporting materials which are destined for food consumption. In GB this registration is with Local Authority Environmental Health or DARD in Northern Ireland.<br><br>It is also a requirement of the scheme that sub-depots have to be registered with the local authority. | Documentation checks to demonstrate proof of registration and compliance.<br><br>Check that sub-depots are also registered.<br><br>This standard does not apply to traction-only hauliers. | |

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| A1.3 | Subcontractors providing any milk haulier functions on behalf of the haulier for operations falling under the scope of this scheme must be scheme members.<br>R | Staff not directly employed by the haulier must be trained to carry out their role in compliance with the DTAS standards and records kept.<br><br>**Definitions:**<br>**Definition of subcontractor:**<br>Subcontracting is where part of an operation has been assigned to a third-party haulier.<br><br>**Definition of milk haulier:**<br>A haulier is defined as being responsible for any of the following in relation to raw milk and / or milk fractions:<br><br>Farm collection / loading of a tanker / transhipment between tankers / discharge into a delivery point / CIP of a tanker / management of aspects of the operation. | 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.<br><br>Look for evidence of the training of staff not directly employed by the haulier (if applicable). | |
| A1.4 | Self-audits must be carried out against this standard at least annually.<br>R | 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. | 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. | |

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| | | 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.<br><br>Ideally, the self-audit should be completed by someone who has taken, or intending to complete, the HACCP Awareness Course.<br><br>*N.B.: An online Food Safety and GMP for DTAS Training Course is available. The training is equivalent to Level 2 Food Safety and Level 2 HACCP and all participants successfully completing the course can download a certificate.*<br><br>*https://techni-k.co.uk/shop/training/level-2-food-safety/dtas-for-hauliers/* | | |

| Section | Standard | Guidance | Assessor Guidance | Notes |
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| **A2** | **INCIDENTS, COMPLAINTS AND CONTINGENCY PROCEDURES** | | | |
| A2.1 | Procedures must be in place setting out how drivers deal with incidents.<br>R<br>FS | Incidents that require documented procedures include:<br>• Any spillages from vehicles e.g. accidents, transhipments etc.<br>• Contamination of a water course<br>• Contamination of the milk and milk fractions. | Documentation check (drivers' handbook or hauliers manuals and driver incidence reports) and questioning drivers to check compliance with guidance. | |
| A2.2 | Records must be kept of incidents and complaints and how they are dealt with.<br>R | The record must cover the nature of the incident and the manner in which it was dealt with.<br><br>The procedure must include systems for:<br>• The prompt recording and investigation of complaints.<br>• The prompt feedback to the complainant with findings.<br>• Recording of the internal actions undertaken to prevent recurrence at the root cause.<br><br>For information: Concerns regarding Red Tractor compliance on farms can be reported directly via Safecall:<br><br>https://www.safecall.co.uk/en/clients/red-tractor/ | Documentation check and questioning managers and drivers of how records of incidents are kept.<br><br>Complaints and incidents procedures must be documented and inspected to ensure all the items covered in the guidance are included.<br><br>Identify who is responsible for the management of complaints and incidents to ensure that they are effectively investigated, actioned and resolved.<br><br>Check examples of:<br>• Driver incidence report forms.<br>• Reports on investigations into incidents.<br>• Corrective actions identified and recorded.<br>• Action taken and recorded. | |

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| A2.3 | Procedures must be in place for setting out the correct actions in the event of being approached by enforcement authorities.<br>R | Procedures must be documented and all personnel made aware of them.<br><br>Enforcement authorities would include:<br><br>• Environmental Health.<br>• Environment Agency.<br>• Trading Standards Officers.<br>• Police.<br>• 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. | |
| A2.4 | Load rejection procedures must be in place.<br>R<br>FS | 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.<br><br>Written ABP policy must include traceability of the vehicle to ensure full CIP before being used again to transport milk or milk fractions.<br><br>If required to transport ABP, proof of registration with Defra (or equivalent body in devolved administrations) as a waste carrier must be demonstrated. | Documentation check (hauliers/drivers manual(s)) and questioning drivers and managers including:<br>• Examples of recent rejected loads.<br>• In case of animal by-products examples of transfer notes and method of disposal.<br>• 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.<br>• Method of quarantine if appropriate.<br><br>Check CIP details following a recent ABP load:<br>• Ex farm route summary.<br>• CIP log.<br><br>Check Manager / Supervisor knowledge of ABP traceability protocol. | |

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| A2.5 | Procedures for notifiable disease outbreaks must be in place.<br>R<br>FS | 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.<br><br>Hauliers must be able to demonstrate that all relevant staff, including drivers, can rapidly be made familiar with the operation of these codes. | Documentation check:<br>• Accessibility of relevant CoPs.<br>• Driver guidelines.<br>• Evidence in driver training.<br><br>Discussion with managers to check awareness:<br>• Location of CoPs.<br>• Training records.<br>• Evidence of ability to obtain filters and disinfectant supplies in event of an outbreak.<br>• How drivers are made aware.<br>Bio-security controls procedures:<br>• Provision of personal protective clothing, backpacks and suitable disinfectant for drivers and vehicles.<br>• Obtaining necessary licences. | |
| A2.6 | There must be a documented contingency procedure to cover emergencies to which all staff must have access and are familiar with its contents.<br>R | The procedure must document:<br><br>• Brief details of likely emergencies and key contacts.<br>• Emergency services.<br>• Local doctor.<br>• Environment Agencies.<br>• Electricity, gas and water suppliers.<br>• Fuel supply.<br>• Internal company contacts. | Documentation check and questioning staff.<br><br>Ask for evidence of all documents being readily available and complete as per list.<br><br>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. | |

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| | | • HSE.<br>• Complete producer details from all farms collected.<br>• Route details including specific farm requirements.<br>• Basic site map must clearly show as a minimum:<br>  ○ position of water supplies and mains,<br>  ○ fire hoses/extinguishers,<br>  ○ fuel stores and combustible materials,<br>  ○ electricity mains and meter,<br>  ○ water drainage and water courses and colour coded drains. | | |
| A2.7 | There must be documented business continuity procedures to counter disruption to haulage operations.<br>R | Procedures must cover<br>a) Weather Events<br>• Heavy snow.<br>• Prolonged cold weather.<br>• Floods.<br>b) Industrial Action<br>c) IT failure<br>d) Fire<br>e) Disruption of fuel supply. | For all events examples may be:<br>• Pre-emptive collection plans, e.g.<br>  ○ shifting night collection today,<br>  ○ emergency routes,<br>  ○ driver availability,<br>  ○ communication systems,<br>  ○ alternative access routes. | |

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| | | | For snow, ice and cold weather additional measures may be:<br>• Availability of salt and grit.<br><br>• Contingency to prevent:<br>  ○ freezing of CIP water supply<br>  ○ Freezing of vehicle pipe work and valves<br>  ○ Local knowledge of expected weather conditions and gritting by highways agency<br>  ○ vehicle suitability and availability<br><br>For flooding examples may be:<br>• List of routes potentially at risk. | |

| Section | Standard | Guidance | Assessor Guidance | Notes |
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| **A3 TRACEABILITY** | | | | |
| A3.1 | Procedures must be in place to ensure comprehensive traceability for all loads.<br>R<br>FS | Records must include:<br>• The description of the product.<br>• Date and time of the collection.<br>• Volume or quantity.<br>• Names and addresses of 'Consignor' and 'Consignee'.<br>• Name and address of the food business operator to whom the food is being sent.<br>• Reference enabling the lot, batch or consignment, as appropriate, to be identified.<br>• 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.<br>• D600/BCT55 (or electronic equivalent) 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. | Questioning managers and drivers; documentation check including tracing a load.<br><br>Check random sample of recent reload deliveries & trace loads against guidance.<br><br>If no reload deliveries, then check ex-farm route summaries.<br><br>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 the procedures for are providing traceability for that load.<br><br>Check download tickets or electronic equivalent and select one downloaded route for presence of:<br>• Producer I.D. (name and no.)<br>• Collection time.<br>• Collection temperature.<br>• Volumes collected.<br>• Milk type being RT followed by any other individual company required information. The haulier must maintain an index of any abbreviations used.<br><br>Question managers on treatment of exceptions. | |

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| | | 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.<br><br>The customer may have additional requirements for certain specific operations.<br><br>The haulier must also have procedures for dealing with breakdowns in traceability. | | |
| A3.2 | All barrels must be uniquely numbered and clearly identifiable and an up-to-date fleet inventory maintained.<br>R<br>FS | This inventory must include vehicles and trailers:<br>• Owned, hired or leased,<br>• Used for work not covered by the Code of Practice (to ensure that they do not carry milk and milk fractions).<br><br>The inventory must detail the unique I.D number, e.g. vehicle registration number or fleet number, the date of tank manufacture, and date of purchase or hire. | Documentation check verified against vehicles. System must be checked against vehicles on site or vehicles in current use. This could be checked by accessing route summaries and delivery paperwork.<br><br>Question the traction-only haulier re their understanding of fleet numbers and registrations. | |

| Section | Standard | Guidance | Assessor Guidance | Notes |
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| **A4** | **PERSONAL HYGIENE** | | | |
| A4.1 | Personal hygiene policies and procedures must be in place.<br>R<br>FS | Policies should include:<br>• Smoking policy, including 'E' smoking.<br>• Personal hygiene policy<br>• Jewellery policy | Check for evidence of policies.<br><br>Observing and questioning of staff. | |
| A4.2 | Facilities must be provided for staff and visitors on site.<br>FS | Facilities should include:<br>• Hot water and soap (unscented and non-carbolic) for hand washing<br>• Hand drying facilities.<br>• Appropriate toilet facilities.<br>• Designated smoking areas if permitted. | Check facilities are in place, suitable and functional.<br><br>Relevant signage. (e.g. no smoking, wash hands).<br><br>Smoking areas suitably located with areas for cigarette butts. | |
| A4.3 | Procedures must be in place to ensure the site meets statutory hygiene requirements.<br>FS | Procedures should include:<br>• Pest control<br>• Cleaning schedules<br>• Spillages<br>• Suitability of cleaning chemicals | Check for contract with pest control company or evidence of an internal policy. Look for:<br>• Evidence of rodent activity.<br>• Bait stations.<br>• Regular reports from contractor.<br><br>Look for equipment to deal with spillages:<br>• Appropriately signed / labelled spill kits (preferably of a dis-similar colour to other bins provided on site).<br>• Question staff on procedures. | |

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| A4.4 | Procedures must be in place to Health screen and manage all new and employed staff and non-directly employed staff in contact with the food product.<br><br>These policies and procedures must include what actions to take where employees are deemed a risk and/or have travelled outside of the EU or North America and have suffered from sickness, diarrhoea or stomach disorders whilst abroad or since their return.<br>R<br>FS | Procedures should include:<br><br>• Medical history questionnaire for new employees (not pre-employment).<br>• Disclose any illnesses/sickness while at work or on return to work<br>• Disclose any illnesses/sickness on return from abroad<br>• Where an employee has disclosed any illness/sickness on a return to work interview a suitable site procedure is to be followed. This should be in line with the FSA 'Food Handlers: Fitness to Work' procedure.<br><br>Policy should include:<br><br>• Categorising risk of illness/sickness to food product<br>• Avoiding contact with food product where heat treatment is not expected.<br>• Avoid contact with food product where processed product is transported. | Inspect policy and procedures.<br><br>Inspect documents to support compliance.<br><br>Procedure could be part of a broader company employee health policy. | |

| Section | Standard | Guidance | Assessor Guidance | Notes |
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| **A5** | **HACCP** | | | |
| A5.1 | The haulier must have a documented HACCP in place that fully covers all aspects of milk collection and delivery.<br>R<br>FS | The plan may be either the Dairy UK HACCP (providing it is relevant) or a plan generated by the haulier.<br><br>The coverage of the plan must include raw milk collection from farm bulk tanks to final delivery into a processing site, including disposal to an outlet that meets the requirements of the animal by-products regulations if the milk is rejected.<br><br>If the haulier is using the Dairy UK HACCP, they must be able to demonstrate that it is relevant to their operation. | Check documented HACCP:<br>• Access to up-to-date copy of their, or their primary haulier's, HACCP<br>• The HACCP must record the parties that approved the plan. This must include milk buyers and haulier representatives.<br><br>Question managers to ensure:<br>• Awareness of the requirements of the HACCP.<br>• Understanding of how those requirements translate into depot procedures. | |
| A5.2 | The HACCP must be reviewed at least annually.<br><br>The person responsible for undertaking the annual HACCP Review must have taken, and completed, the HACCP Awareness Course (unless already holding level 2/3 HACCP or above). | 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.<br><br>The HACCP must be reviewed whenever a new risk to product quality has been identified, through scientific or technical developments.<br><br>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 | Questioning managers:<br>• To see whether any change in process have occurred<br>• How new risks are identified/alerted and the procedure for updating the plan<br><br>Documentation check to ensure:<br><br>• Identified changes have been incorporated into the HACCP.<br>• Check date of last review of the HACCP<br>• Evidence of persons involved in the HACCP review. | |

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| | Failure to complete the annual HACCP questionnaire will be classified as a non-conformance.<br>R<br>FS | communication between the Dairy UK HACCP team and the haulage operator i.e. meeting notes, email or formal letter. | | |

| Section | Standard | Guidance | Assessor Guidance | Notes |
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| **A6** | **PERSONNEL AND TRAINING** | | | |
| A6.1 | Managers and supervisors must have access to Dairy UK 'Industry Guide to Good Hygiene Practice: Milk and Dairy Products' and understanding of key principles. | Access may be hard copy or electronic. | Questions must be pitched at the level of operational responsibility.<br><br>Demonstration of how documents are accessed. | |
| A6.2 | Drivers must be aware of their legal responsibilities for food safety applicable to their job<br>FS | Question drivers regarding their personal responsibility for food safety, and how and why the procedures affect food hygiene and safety, e.g.<br><br>• Importance of effective CIP at least once every 24 hours<br>• Tanker security<br>• Milk inspection<br>• Personal hygiene<br>• Farm collection procedures<br>• Re-load procedures | Questions must be relevant to drivers' area of activity: ex-farm versus re-load. | |

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| | | Check drivers' handbook and documented haulier procedures.<br><br>It would be advisable for food safety and hygiene to be included in driver training. | | |

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| A6.3 | All personnel, (including non-directly employed) must be trained in all areas applicable to their role.<br>R<br>FS | Check training records for all relevant roles on site and question personnel/ drivers.<br><br>Training must ensure that, where language is a barrier, employees are trained effectively.<br><br>Training must include the following as a minimum:<br>• An understanding of the purpose of DTAS standards.<br>• Personal hygiene requirements and hygiene / food safety legislation<br>• Spillage procedure.<br>• All areas applicable to their role as per the drivers' handbook and / or documented haulier procedures.<br>• On-site milk testing operations and procedures.<br>• Customer specifications that cover unusual circumstances and/or abnormalities. | Relevant personnel include managers, supervisors and drivers.<br><br>Skills matrix for roles should be available.<br><br>Training records must be available for inspection. This must include records of any remedial training undertaken where deficiencies have been identified through skills and personal development reviews.<br><br>The assessor must inspect such records, question personnel about their key tasks to establish good understanding.<br><br>Make observations of competence of personnel throughout the site visit. | |
| A6.4 | Training needs must be regularly reviewed, and training provided as necessary.<br>R<br>FS | The training received by individual personnel must be reviewed at least annually and the results of the review acted upon.<br><br>Seek evidence of at least annual review of training through observation of training records and questioning personnel responsible for the training of others e.g. managers and supervisors. | Documentation check.<br><br>Annual review is taken to mean within 12 months of the preceding event. | |

| FLEET AND EQUIPMENT | | | | |
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| **Section** | **Standard** | **Guidance** | **Assessor Guidance** | **Notes** |
| **A7** | **FLEET MANAGEMENT** | | | |
| A7.1 | Procedures must be in place to check that all milk tankers are in good repair and that there are no defects that affect product quality.<br>R<br>FS | Procedures must be in place for.<br>• Reporting of defects<br>• Recording of rectification of defects<br>• Withdrawal of vehicles from service. | Visual inspection of tankers:<br>• To look for damage to the tank and ancillary components (back box, pipe work) etc. that might affect product quality.<br>Discuss with the traction-only haulier the process of reporting defects to the primary haulier. | |
| A7.2 | Procedures must be in place to check that tanker exteriors are clean prior to leaving the depot at the start of the driver's shift.<br>R | Procedures must be in place for<br>• Recording of external cleaning. | Vehicle checks and discuss cleaning regime with manager to check whether the fleet overall gives a professional image of the haulier.<br>Severe weather events (heavy rain, snow) may be taken into account when seeking to achieve this standard.<br>Discuss with the traction-only haulier the process of reporting unclean tanks to the primary haulier. | |
| A7.3 | All tankers must be marked to show that they are to be used 'For Foodstuffs Only'.<br>FS | Marking must be clear, visible and indelible and comply with any other appropriate legislation. | Vehicle inspection.<br>When the food stuff already loaded changes to animal by-product the status of the actual vessel (the tanker) is unchanged, it is still for Foodstuffs. Consequently, the label should not be removed or covered.<br>Discuss with the traction-only haulier the process of reporting any tank not properly marked up to the primary haulier. | |

| Section | Standard | Guidance | Assessor Guidance | Notes |
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| **A8** | **TANKER HYGIENE AND CONTAMINATION** | | | |
| A8.1 | All barrels (vessels/tanks) manufactured since October 2011 (with the exception of general-purpose food grade tankers) and used to transport milk must comply with the requirements of the Dairy UK tanker specification.<br>R<br>FS | Customers may require that vehicles are built to a higher specification to that laid down in the Dairy UK tanker specification.<br><br>It is accepted that the Dairy UK specification will be a minimum requirement.<br><br>It will be acceptable for the haulier to have confirmation from their customer that these minimum requirements have been met or improved. | All hauliers must have a hard or electronic copy of the Dairy UK tanker specification.<br><br>Check fleet list for recently received new barrels and check vehicle file to ensure that checks have been made on receipt for compliance. | |
| A8.2 | Procedures must be in place to ensure tankers are not used for any purpose other than:<br>• The transportation of milk or milk fractions, or:<br>• The transportation of potable water or food grade liquids that will not contaminate or affect the quality of the milk or milk fractions or leave residual odours.<br>FS | Where food grade liquids other than milk are carried procedures must be in place to prevent contamination, including tainting. | Questioning managers about implementation of procedures.<br><br>Check list of products hauled by the depot. The depot must have a list of approved products and records of any other products carried. Records must be crossed checked.<br><br>Potable water or water sourced from the mains, or borehole or spring water tested and proven to be potable. The potability of water is defined in Council Directive 98/83/EC. The water must be analysed in a UKAS accredited laboratory.<br><br>This standard may not apply to traction-only hauliers. | |

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| A8.3 | Second hand or hire tankers must be food grade tankers and supplied with a written confirmation or warranty from the supplier that the tank has been used to carry food only. The history for last three loads must be provided.<br>R FS | The warranty and evidence of the three previous loads must be available for audit. Where tankers are new a letter of confirmation must be obtained from the supplier. | Documentation check and questioning managers. Check for evidence of:<br><br>• Such tankers in the fleet.<br>• Previous loads.<br>• Cross checks against the approved list.<br>• CIP, internal inspection and swab before the vehicle enters service.<br><br>This standard will not apply to traction-only hauliers. | |
| A8.4 | Procedures must be in place to ensure that where tankers are used for specialist milks the tanker and equipment must be cleaned internally prior to collection unless the previous collection was of the same milk type.<br>R FS | Specialist milks include: Organic, Channel Island, Kosher. | Documentation check.<br><br>Check CIP detail on route summary for a specialist milk load to ensure no non-specialist milk was carried.<br><br>Check vehicle running sheets to ensure that no non-specialist milk has been collected between CIP and the start of the specialist milk route. | |
| A8.5 | Procedures must be in place to ensure that tankers and equipment must be appropriately cleaned internally after transporting food grade liquids and before transporting milk and milk fractions.<br>R FS | Appropriate cleaning would be site specific and by risk assessment. | • Check documented procedures for CIP requirements for each food product carried and that it is clearly displayed in the area near the CIP.<br>• Question drivers or relevant staff on their knowledge of these procedures<br>• Inspect records to ensure appropriate cleaning procedures are implemented. | |

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| A8.6 | Procedures must be in place to ensure that, prior to use, any tanker added to the fleet is inspected and is CIP'd<br>R<br>FS | Cleaning and internal inspection records must be available for audit.<br><br>General Purpose Food Grade tankers would be exempt providing the haulier could prove to the assessor an adequate method of cleaning – including record of swabbing results. | Complete an audit trail for the last vehicle added to the fleet.<br><br>This standard may not apply to traction-only hauliers. | |
| A8.7 | Hose ends must always be appropriately capped when not in use.<br>FS | This includes both vehicles in use and hoses held in stores. Hoses held in stores must not be stored on the floor. | Visual inspection vehicles on site. Check with drivers and depot staff. | |

| Section | Standard | Guidance | Assessor Guidance | Notes |
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| **A9** | **TANKER CLEANING** | | | |
| A9.1 | Procedures must be in place to ensure tankers and ancillary equipment are cleaned no more than 24 hours prior to collection/loading.<br>R<br>FS | Cleaning includes internal cleaning and cleaning of all ancillary equipment that comes into contact with the milk or milk fraction. Such cleaning must be appropriate to the tanker at that specific time.<br><br>For an ex-farm collection vehicle 24 hours will be determined from the time of collection at the first farm on the route. Ex farm collection vessels may be used for several loads between CIP's as long as the 24hr rule is not exceeded on collection of the first farm of the route.<br><br>Tankers will normally be cleaned once in a 24-hour period. If the tanker has been out of service for more than 24 hours from the last CIP, then the tanker should be re - disinfected. Subject to contractual arrangements, this could be extended to 48 hours if the tanker has been sealed and the seals have not been broken. The requirement to clean tankers once in a 24-hour period does not apply if the tanker contains milk. In this case the tanker should be cleaned as soon as it is practicable after emptying. | Check CIP records for a small number of reload barrels.<br><br>Check loading times on route summary and/or consignment note to ensure compliance.<br><br>Ask driver how they clean the ancillary equipment.<br><br>Internal cleaning may involve a full CIP, short CIP, or circulation rinse with a sterilising solution or other sterilisation methods, e.g.; for cream as specified by the customer. | |

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| A9.2 | Following CIP, the rinse water from the outlet valves should be checked for any abnormality.<br><br>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.<br>R<br>FS | Checks must be undertaken to ensure visible surfaces are visually clean, well-drained and free from odour and milk residue. | Documentation check and questioning drivers, managers and CIP operators if relevant.<br><br>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.<br><br>Check tanker rejection history to see whether lack of drainage has been identified as a problem previously. | |
| A9.3 | An effective tanker hygiene monitoring system must be in place.<br>R<br>FS | The system must include an effective and regular swabbing routine, e.g. ATP (Adenosine Triphosphate) or equivalent, and regular, documented, visual inspections.<br><br>Procedures must be in place to ensure that corrective action is taken if samples exceed set levels of cleanliness.<br><br>Each tanker must be inspected internally and swabbed every four to six weeks (or at intervals agreed with the First Purchaser) 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).<br><br>Details of the tanker wash procedure must be readily available, either on the tanker or at the depot | Documentation check.<br><br>Check that ATP system/tanker swabbing, or equivalent, is being undertaken as per customer requirements. Check recent customer audits.<br><br>Key items of which evidence must be available include:<br><br>• Swab results<br>• Evidence of inspection with torch<br>• Evidence of spray ball checks<br><br>In any event, the driver should be familiar with the key operating parameters for the vessel in use.<br><br>This standard does not apply to traction-only hauliers. | |

| Section | Standard | Guidance | Assessor Guidance | Notes |
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| **A10** | **SECURITY AND SEALING** | | | |
| A10.1 | 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.<br>R<br>FS | Unsecured sites are those locations where unauthorised access to the vehicle is easily practical. The drivers' handbook or documented haulier procedures must set out clearly which locations are to be regarded as unsecured sites and the action to be taken. Securing is achieved by the fitment of seals, locks or end caps.<br><br>Seals and/or locks must be fitted to:<br>• Manway covers or manlids and associated pipe work.<br>• Vulnerable Exposed Pipe work and Valves. Any joints in exposed pipe work (either milk or CIP) must also be secured.<br>• Rear Compartments. Any doors in daily use must be able to be secured.<br>• Hoses. Unless carried wholly within a secure rear compartment, all hoses must be stowed in lockable hose tubes that are capable of being secured by a seal or lock.<br>• If using a padlock to secure an entry point, this needs to be accompanied with a security seal.<br><br>Any exposed outlet valves must be secured. | Documentation and equipment check and questioning drivers, in particular checking that sealed items cannot be accessed without breaking the seal.<br><br>When determining whether or not a site is secure, the haulier must carry out a risk assessment.<br><br>That assessment will be based on a review of:<br>• Manning levels on the site – 24-hour, part unattended etc.<br>• Security of perimeter fencing<br>• Entry / exit points and the opportunity for unobserved entry.<br>• Records of any incidents – have there been any incidents?<br><br>A copy of that risk assessment must be available at the time of the audit. If the risk assessment determines that the site is not secure, all tanker security procedures must be in place.<br><br>They must look at recent food safety audits undertaken by the customer. Check a sample of food safety security sheets. | |

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| | | 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.<br><br>Where access ladders are present, these can be blanked off to provide security to the top box.<br><br>Where numbered seals are used to secure pipes, hoses, doors etc. the numbers from the seals must be recorded to allow the driver or other relevant persons to check the seal numbers correspond to the vehicle.<br><br>Seals must be fit for purpose and applied effectively.<br><br>The DTAS "Farm Collection Tanker Security and Sealing" document provides further guidance and advice. | | |
| A10.2 | Simulated security breaches should be undertaken at a minimum of once a month.<br>R<br>FS | A procedure should be in place and implemented at a minimum of once a month. | Look for evidence of simulated security breaches and random paperwork checks by the depot and rectification of any deficiencies detected. Simulated security breaches are not required at secured sites.<br><br>Question traction-only haulier re their understanding of simulated security breaches. | |

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| A10.3 | Procedures must be in place to ensure that drivers check all security equipment at the start of their shift and again after the vehicle has been left unattended in an unsecure site.<br>R<br>FS | The driver's handbook must set out procedures for making the tanker secure in all situations and drivers must be familiar with these requirements. | Documentation check and questioning drivers understanding of:<br>• Daily vehicle security procedures.<br>• Evidence of tampering.<br>• Seals in place and recorded.<br>• Requirements of Food Safety Act that unattended vehicles must be secured. | |
| A10.4 | Procedures must be in place setting out how drivers deal with any suspected instances of vehicle tampering.<br>R<br>FS | The haulier's procedures must cover the requirement on drivers to report tampering and the obligations on personnel dealing with the report. The driver's handbook must set out these requirements and drivers must be aware of them. | Documentation check and questioning drivers.<br><br>Question drivers and supervisors/managers on action to be taken in the event of a breach of security, who is notified and how the milk is quarantined. | |

| **A11 USE OF LAY-BYS FOR EMERGENCIES** | | | | |
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| A11.1 | Non-permitted use of lay-bys must be for emergencies only.<br>R | Records of any emergency use of lay-bys must be retained to include:<br>• The date, time of use and location of the lay-by<br>• The reason for the emergency use of the lay-by.<br><br>A driver taking a rest break in a lay-by does not constitute an emergency. | Ask site Management if lay-bys have been used and review procedures/records. | |

| A12 CIP UNDER THE RESPONSIBILITY OF A DAIRY | | | | |
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| A12.1 | 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.<br>R<br>FS | The auditor needs to check the site is under the control of the dairy and has accreditation recognised by 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.<br><br>If CIP is SALSA accredited, then additional confirmation of QAC-free status is required. | |
| A12.2 | 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.<br><br>The haulier must annually seek to obtain evidence that the cleaning company complies with the Dairy UK Tanker Cleaning Code of Practice: Dairy Operations.<br>R<br>FS | The haulier is required to obtain evidence of compliance with the Dairy UK Tanker Cleaning Code of Practice: Dairy Operations:<br><br>• That key cleaning parameters of adequate contact time, contact surface, cleaning agents circulation temperature and concentration are met as in standard A4.5<br><br>• That the third-party CIP company is retaining tank cleaning records for a minimum period of 6 months.<br><br>A register of certified non-dairy, third-party CIP providers is available on the DTAS website.<br><br>For any third-party CIP that is not under the control of the dairy, the haulier must gain certification for Module F. | 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.<br><br>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. | |

| A13 Sustainability Additional Policies | | | | |
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| A13.1 | The milk haulier should ensure awareness of the UK Dairy Roadmap, understanding its objectives and aligning as much as possible to AIMS. | More information on the UK Dairy Roadmap is available here. | Evidence could include a copy of, or online access to, the UK Dairy Roadmap. | |
| A13.2 | The milk supplier must have a **Sustainability Strategy** within its supply chain with clear targets on addressing environmental challenges, such as (but not limited to):<br>1. Water<br>2. Climate change and energy<br>3. Biodiversity<br>4. Air quality<br>5. Waste and recycling<br><br>Supported by policies /plans for how these targets will be measured and achieved.<br>R | The milk supplier in conjunction with the haulier shall have an Environmental Policy/Sustainability Strategy which hauliers are expected to embrace.<br><br>Evidence needs to show that this is regularly reviewed (at least annually) and updated in line with legislation. | Evidence to include policies / statements / contract or service agreement. | |

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| A13.3 | The milk supplier must protect and support **human rights** within its supply chain and is prohibited from the use of child labour, forced/bonded labour and harsh or inhumane treatment of workers. Furthermore, the haulier needs to provide a working environment which is both safe and hygienic.<br>**R** | The milk supplier in conjunction with the haulier shall have an Ethical Trade initiatives or Policy/Corporate Social Responsibility Policy/ HR Strategy which hauliers are expected to embrace.<br><br>The milk supplier in conjunction with the haulier shall be able to demonstrate:<br>• Regular review (at least annually) to ensure that such policies and strategies are kept updated in line with legislation.<br>• Management commitment and how this is managed through the supplier / haulier supply chain. | Examples could include:<br><br>• ETi and/or Modern slavery Policy<br>• H&S Policy<br>• H&S audits<br>• Any partnerships with bodies like SEDEX / investors in people/Stronger together/Safe Contractors?<br><br>Best practice - Contracts or service agreements with hauliers. | |

| MODULE B: SUB-DEPOTS, OUTBASED RELOADS (OBR) AND USE OF LAY-BYS | | | | |
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| **Section** | **Standard** | **Guidance** | **Assessor Guidance** | **Notes** |
| **B1** | **SUB-DEPOTS, OUTBASED RELOADS AND USE OF LAY-BYS.** | | | |
| B1.1 | General appearance of all sites must present a professional image and have suitable facilities. | Site must be generally clean and in good repair and have an on-site spill kit. | Generally tidy with absence of accumulated rubbish and scrap.<br><br>If based on farm no access to the loading area by farm animals.<br><br>Look for equipment to deal with spillages:<br>- Appropriate spill kits.<br>- No drains in the loading area.<br><br>Yard surface must be in good repair and regularly cleaned with absence of:<br>• Accumulated mud.<br>• Stagnant standing water.<br>• Weeds.<br><br>Buildings well maintained.<br>Perimeter fence in good repair (if applicable). | |
| B1.2 | The haulier must be able to demonstrate that each outbased reload site and lay-by meets all the requirements of the Dairy UK Best Practice Guide for determining suitability of outbased reload sites and a copy of this document must be available on site.<br>FS | Access may be hard copy or electronic | Question managers/supervisors for presence of relevant best practice guide<br><br>Check vehicle load security (seals/padlocks). | |

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| B1.3 | Risk assessments must be in place for all sub-depots and outbased reload sites.<br>R<br>FS | Presence of up-to-date risk assessment<br>Should include:<br>• Food safety<br>• Location of rivers/watercourses.<br>• Access<br>• Security<br>• Employee safety<br>• Yard surface quality<br>• Location of livestock<br>• Chemicals/fertilisers.<br>• Public safety. | Review all relevant risk assessments and ensure there is one for each site.<br><br>Check for presence of rivers/watercourses. | |
| B1.4 | Local authority permissions must be in place for lay-bys regularly used for milk transhipments. This is demonstrated by written permissions detailing site and any conditions attached.<br>R | • The procedures must include, and ensure, the safety of employees and the public and the non-spillage of product. | Ask site Management if lay-bys have been used and review procedures/records. | |
| B1.5 | Risk assessments must be in place for transhipping milk in lay-by's, including the use of draw bar tankers, that have been granted written permission from local authorities. | Presence of up-to-date risk assessment.<br>Should include:<br>• Location of rivers/watercourses.<br>• Access | Review all relevant risk assessments and ensure there is one for each site.<br><br>Check for the presence of local authority written permission for each lay-by being used. | |

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| | R<br>FS | • Security<br>• Employee safety<br>• Yard surface quality<br>• Location of livestock<br>• Chemicals/fertilisers<br>• Public safety<br><br>If a lay-by is in use without written permission, then this should be raised as a non-conformance issue during an audit.<br><br>If, however, there is any valid documentation to permit the use of the lay-by, it should be submitted to the auditor for review by the DTAS Management Committee. | | |

| MODULE C: FARM COLLECTION AND ROADSIDE COLLECTION | | | | |
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| **Section** | **Standard** | **Guidance** | **Assessor Guidance** | **Notes** |
| **C1** | **HEAT TREATMENT ORDER (HTO) PROCEDURES** | | | |
| C1.1 | There must be documented procedures covering the haulage of milk requiring heat treatment as required by legislation, (e.g.; TB, Listeria and Salmonella) as directed by the milk purchaser.<br>R<br>FS | Hauliers must implement customer procedures which conform to HACCP and legislative and customer specifications. | Documentation check (if required by the customer):<br>• Instructions from customers.<br>• Cleaning procedures to ensure no cross contamination.<br>• Traceability check using route summaries.<br>• Heat Treatment Order register<br><br>Undertaking an audit check:<br>• List of customers manufacturing unpasteurised milk and milk fractions.<br>• List of dedicated milk supply to those customers.<br>• Evidence of TB status of dedicated suppliers<br>• CIP records. | |

| C2 | CALIBRATION | | | |
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| C.2.1 | The haulier must use a milk measurement or metering system that is capable of meeting the requirements of Trading Standards.<br>R<br>FS | Hauliers must have adequate procedures in place for checking that collected and unload measurements are accurate and within current tolerances (+/- 0.5%) and must include:<br>• Comparisons of collected litres vs Unload litres vs weighbridge litres.<br>• Ensuring key measuring components are inspected and serviced at least annually, or as per manufacturers' specification, and records kept.<br>• Where dairy check weighing is undertaken comparisons of collected litres and unload / weighbridge litres must be carried out on a daily basis and must be part of a depot's daily procedures.<br>• Where in use ensuring a Magflow / Turbine replacement schedule, and evidence of replacement being in line with the schedule. | Examples of equipment are those supplied by Systemic, Gardner Denver, Meller Flow Trans and Poul Tarp all of which have approval for operation in milk collection.<br>Question Manager to ascertain agreed tolerances.<br>Request evidence to demonstrate collection meter sealing process/systems.<br>• Collection meter ID plate/sticker to be visible in rear cabinet/back box detailing the following:<br>Vehicle ID, collection meter ID, Certification date, expiry date and seal number.<br>• Ask the haulier what they would do if a collection meter ID plate/sticker was missing.<br>Ask the haulier what they would do if they had a load with a significant variance between the collected and weighbridge litres. Examples could be:<br>• Checking the unload measure<br>• Checking whether the vehicle was re-weighed prior to the milk being discharged | |

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| | | | • Checking whether producer volumes are similar to previous collections from the farms.<br>• If the meter is suspected as the problem, what action has been undertaken to remedy it:<br>  ○ replacing meter or appropriate parts if required,<br>  ○ suitable monitoring to ensure that the problem has been resolved.<br>  ○ has the depot carried out a dummy collection of milk from another ex-farm vehicle?<br><br>Where metering systems are found to be out of specification the haulier must be able to demonstrate that prompt corrective action has been carried out to address the problem. | |
| C2.2 | Procedures for ensuring any hand-held temperature gauges used for checking farm vats are replaced or checked at regular intervals to ensure accuracy.<br>R<br>FS | • Record keeping for testing or replacement.<br>• Food grade standards are met.<br><br>Replacement or recalibration should be at least annually | • Check gauges in use against records held in office. | |

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| C2.3 | All vehicle systems used to measure and record the temperature of milk or fractions at the point of collection must be reference tested on an annual basis and records kept. Maximum acceptable tolerances are +/- 0.5 degree centigrade.<br>R<br>FS | • Ensure that temperature probes are inspected and reference tested, using a calibrated temperature recording device, at least annually, or as per manufacturers specification, and records kept | • Check vehicle history files for annual reference testing records. Such records should be validated either in-house or by a flowmeter calibration provider.<br><br>• If this reference testing is undertaken in-house, the calibration certificate of the reference temperature recording device used should be available for inspection, and be seen to have been calibrated within the previous twelve months. If reference tested by a recognised calibration provider, a certificate should be available for inspection.<br><br>• Such reference testing records need to be obtained if probes have been replaced, or re-calibrated, during the year. Certificates should also be present for new vehicles and new flowmeters acquired directly from the manufacturer. | |

| C3 MILK COLLECTION AND INSPECTION | | | | |
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| C3.1 | Procedures must be in place for the safe collection of milk from farms.<br>R<br>FS | Procedures must be in the driver's handbook or hauliers procedures and must include:<br>• Correct and safe loading of the vehicle considering safety of the goods and include<br>- Being in attendance whilst loading.<br>- Awareness of vehicle capacity.<br>• Any customer specific specifications that cover unusual circumstances and/or abnormalities. | • Check Driver handbook or haulier procedures<br>• Check Driver incident report forms.<br>• Question drivers on their knowledge of on farm collection procedures. | |
| C3.2 | Procedures must be in place for milk inspection and sampling at loading.<br>R<br>FS | Procedures must be in the driver's handbook or hauliers' procedures and must include:<br>• Checking the temperature of the milk.<br>• Inspecting the milk (visual and smell).<br>• Taking samples.<br>• Procedures for ensuring that drivers are not at risk when taking samples from farm vats by leaning over and or reaching and falling into large/tall/deep vats.<br>• Sampling requests outside normal sampling protocols. | • Check Driver handbook or haulier procedures<br>• Check<br>- Route summaries for any collection of hot milk, or evidence of authorised collections.<br>- Check hot milk records.<br>- Rejected load history.<br>• Question drivers on their knowledge of on farm collection procedures. | |

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| | | • Procedures where milk is rejected and left on farm.<br>• Procedures for suspect tampering or contamination.<br>• Ensuring all relevant information for the load is completed and that a receipt is issued.<br><br>Where bulk farm vats / silos do not permit visual inspection of the milk within the vat / silo, alternative procedures, agreed with the customer, need to be in place. | | |
| C3.3 | 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.<br>R<br>FS | Procedures must be in the driver's handbook or hauliers' procedures and must include:<br><br>• Vehicle tare and gross weights where weighbridges are used for the measurement of the load.<br>• Investigation and recording of discrepancies prior to leaving delivery sites.<br>• Obtaining relevant traceability documentation.<br>• Obtaining proof of delivery.<br>• Checking to ensure vessels are completely drained prior to leaving the milk reception area. | • Check Driver handbook or haulier procedures<br><br>• Question drivers on their knowledge of load discharge. | |

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| | | • Where required providing assistance to customers with load samples, ensuring samples are taken hygienically and from approved sample points.<br>• Observing all delivery site traffic rules including safety rules. Following haulier procedures where only part of the tanker volume has to be delivered. | | |

| Section | Standard | Guidance | Assessor Guidance | Notes |
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| **C4** | **SAMPLING AND TESTING** | | | |
| C4.1 | Procedures must be in place for the operation, cleaning and maintenance of automatic sampling equipment if fitted to tankers.<br>R<br>FS | Procedures must be in the driver's handbook or haulier's procedures and must cover all aspects relating to the auto-sampler and must include:<br>• Conformity to the requirements of the operations manual.<br>• Cleaning procedures.<br>• Quality monitoring procedures.<br>• Training requirements for all relevant staff. | • Check Driver handbook or haulier procedures<br>• Documentation check and question drivers and managers on procedures for changing consumables and ensuring any special CIP requirements are met.<br>• Visual examination of the sampling equipment to establish absence of milk residues in the sampling tubes.<br>• Examination of quality monitoring procedures, which may include demonstration of regular visual checks and ATP swabbing.<br>• Examination of training records.<br>• Examination of complaint records. e.g.: instances of high bactoscans on particular routes. | |

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| C4.2 | Procedures must be in place for the handling and storage of milk samples.<br>R<br>FS | Procedures must be in the driver's handbook or hauliers' procedures and must cover all aspects of handling and storage of milk samples and must include:<br><br>• Storage of pots and dippers.<br>• Management of insulated boxes.<br>• Sample storage.<br>• Temperature logging.<br>• Daily temperature recording of the refrigerator.<br>• Cleanliness of the fridge and surrounding area.<br>• Management of ice-packs. | • Check Driver handbook or haulier procedures<br><br>• Documentation check, question drivers and managers and examine sample fridge:<br><br>- Recent customer audits.<br>- Historic fridge temperatures.<br>- Physical fridge temperature at the time of audit.<br>- Fridge labelled: 'milk samples only'.<br>- Number of ice packs in sample box.<br>- Separate section in freezer for thawed and frozen ice packs or similar management.<br>- State of the freezer: defrosted regularly, good repair, lid closes.<br>- Clean and dry storage for pots and dippers.<br>- Sample pots must have their lids sealed and dippers must be in separate sealed bags or wrappers.<br>- Insulated boxes in good condition.<br>- Insulated boxes and associated trays clean.<br>- General cleanliness of fridge and freezer areas.<br><br>• Question managers and supervisor's awareness of requirements.<br><br>• It would be acceptable to store AB kits and swab kits in secured containers within the milk sample fridge. | |

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| C4.3 | Appropriate facilities and procedures must be in place for on-site milk testing.<br>FS | Facilities and Procedures must include:<br>• Any specific customer requirements.<br>• Suitable test environment that allows staff to carry out tests without interruption.<br>• Suitable storage of consumables, including reagents, to manufacturers guidance.<br>• Ensuring that the shelf life of reagents is not exceeded.<br>• Written testing procedures.<br>• Record keeping for test results.<br>• Record keeping for required servicing and calibration of equipment.<br>• Staff training. | Where there are on-site milk testing facilities, check:<br>• Written customer requirements.<br>• Recent customer audits.<br>• Cleanliness of testing environment<br>• Safeguards against contamination of samples.<br>• Reagents storage<br>• The existence of written testing procedures.<br>• Record keeping of test results and recent examples.<br>• Existence of training records on testing procedures.<br>• Calibration records for equipment in use. | |
| **C5 ROADSIDE FARM COLLECTION** | | | | |
| C5.1 | Risk assessments must be in place for all roadside farm collections.<br>R | Presence of up-to-date risk assessment Should include:<br>• Location of rivers/watercourses.<br>• Access<br>• Security<br>• Employee safety<br>• Yard surface quality<br>• Location of livestock<br>• Chemicals/fertilisers.<br>• Public safety.<br>• Where collections are made whilst positioned on the public highway. | Review all relevant risk assessments and ensure there is one for each site.<br><br>Check for presence of rivers/watercourses.<br><br>Where draw bar trailers are used the transhipment point must be treated as an outbased reload site and a risk assessment is required. | |

| MODULE D: RELOAD | | | | |
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| **Section** | **Standard** | **Guidance** | **Assessor Guidance** | **Notes** |
| **D1** | **HYGIENE** | | | |
| D1.1 | Procedures must be in place for the reloading of milk from ex farm tankers into a secondary vessel for onward delivery.<br>R<br>FS | Procedures must be in the driver's handbook or hauliers' procedures and must include:<br>• Security of vessel and contents.<br>• Records of any testing carried out to meet customer requirements.<br>• Procedures and records to demonstrate the efficiency of any CIP unit on the site.<br>• Procedures and records demonstrating effective cleaning of any ancillary equipment such as transfer pumps and hoses.<br>• Specific procedures and records relating to the operation of a field based reload site.<br>• Rejected load history. | • Documentation check<br>• Question drivers and other relevant staff on their knowledge of reloading procedures to check compliance with guidance. | |

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| D1.2 | 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.<br>R<br>FS | Procedures must be in the driver's handbook or hauliers' procedures and must include:<br><br>• Vehicle tare and gross weights where weighbridges are used for the measurement of the load.<br>• Investigation and recording of discrepancies prior to leaving delivery sites.<br>• Obtaining relevant traceability documentation.<br>• Obtaining proof of delivery.<br>• Checking to ensure vessels are completely drained prior to leaving the milk reception area.<br>• Where required providing assistance to customers with load samples, ensuring samples are taken hygienically and from approved sample points.<br>• Observing all delivery site traffic rules including safety rules. Following haulier procedures where only part of the tanker volume has to be delivered. | • Check Driver handbook or haulier procedures<br><br>• Question drivers on their knowledge of load discharge. | |

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| **D2** | **TESTING** | | | |
| D2.1 | Appropriate facilities and procedures must be in place for on-site milk testing.<br>FS | Facilities and procedures must include:<br>• Any specific customer requirements.<br>• Suitable test environment that allows staff to carry out tests without interruption.<br>• Suitable storage of consumables, including reagents, to manufacturers guidance.<br>• Ensuring that the shelf life of reagents is not exceeded.<br>• Written testing procedures.<br>• Record keeping for test results.<br>• Record keeping for required servicing and calibration of equipment.<br>• Staff training. | Where there are on-site milk testing facilities, check:<br>• Written customer requirements.<br>• Recent customer audits.<br>• Cleanliness of testing environment<br>• Safeguards against contamination of samples.<br>• Reagents storage<br>• The existence of written testing procedures.<br>• Record keeping of test results and recent examples.<br>• Existence of training records on testing procedures.<br>• Calibration records for equipment in use. | |
| **D3** | **EX-SILO** | | | |
| D3.1 | Procedures must be in place for the collection and delivery of ex-silo milk.<br>R<br>FS | Ex-silo can be raw, farm-assured or finished product. Definitions must be stipulated on the required paperwork.<br>If the milk is going for disposal, the appropriate ABP paperwork must be used, and the haulier must have a waste-carriers licence. | Question managers on ex-silo milk.<br>• Paperwork must be designated ex-silo.<br>• Haulier must have a waste-carrier licence if the milk is going for disposal | |

| MODULE E: MILK FRACTIONS | | | | |
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| **Section** | **Standard** | **Guidance** | **Assessor Guidance** | **Notes** |
| **E1 MILK FRACTIONS** | | | | |
| E1.1 | The depot must comply with any procedures or specifications needed to conform to any HACCP for milk fractions communicated by the dairy.<br>R<br>FS | There is no requirement for the haulier to have a HACCP for the haulage of milk fractions. This is the responsibility of the dispatching and receiving sites.<br>The haulier must report any change in processes and procedures that might change the outcome of the Milk Fraction HACCP to the dispatching / receiving sites. | Question managers to determine whether or not the dispatch / receiving sites require them to have a HACCP. If so, check any such documented HACCP and via questioning and checking of records, ensure compliance with any specifications as directed for the haulage of milk fractions. | |
| E1.2 | Procedures must be in place for the loading of milk fractions for onward delivery.<br>R<br>FS | Examples of such milk fractions may include whey, cream of differing grades, skim concentrate and skim.<br>Documented haulier procedures must include<br>• Security of vessel and contents<br>• Records of any testing carried out to meet customer requirements.<br>• Procedures and records to demonstrate the efficacy of any CIP unit on the site.<br>• Procedures and records demonstrating effective cleaning of any ancillary equipment such as transfer pumps and hoses. | • Check Driver Handbook or documented haulier procedures<br>• Question drivers or relevant staff on their knowledge of these procedures<br>• Inspect records to ensure appropriate cleaning procedures are implemented. | |

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| E1.3 | 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.<br>R<br>FS | Procedures must be in the driver's handbook or hauliers' procedures and must include:<br><br>• Vehicle tare and gross weights where weighbridges are used for the measurement of the load.<br>• Investigation and recording of discrepancies prior to leaving delivery sites.<br>• Obtaining relevant traceability documentation.<br>• Obtaining proof of delivery.<br>• Checking to ensure vessels are completely drained prior to leaving the milk reception area.<br>• Where required providing assistance to customers with load samples, ensuring samples are taken hygienically and from approved sample points.<br>• Observing all delivery site traffic rules including safety rules. Following haulier procedures where only part of the tanker volume has to be delivered. | • Check Driver handbook or haulier procedures<br><br>• Question drivers on their knowledge of load discharge. | |

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| E1.4 | Procedures must be in place for the collection and delivery of ex-silo milk.<br>R<br>FS | Ex-silo: Can be raw, farm-assured or finished product. Definitions must be stipulated on the required paperwork.<br><br>If the milk fractions are going for disposal, the appropriate ABP paperwork must be used and the haulier must have a waste-carriers licence. | Question managers on ex-silo milk.<br><br>• Paperwork must be designated ex-silo.<br>• Haulier must have a waste-carrier licence if milk fractions are going for disposal. | |

| MODULE F: DEPOT ON-SITE CIP | | | | |
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| **Section** | **Standard** | **Guidance** | **Assessor Guidance** | **Notes** |
| **F DEPOT ON-SITE CIP** | | | | |
| F1.1 | 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.<br><br>The haulier must be able to demonstrate that it complies with the Dairy UK Tanker Cleaning Code of Practice: Dairy Operations.<br>R<br>FS | CIP on a haulier site (including depots, sub-depots and outbased reload sites) that is under the responsibility of the haulier, including contracted or leased arrangements, is under the scope of the DTAS standards.<br><br>The Dairy UK CIP Code of Practice must be available and personnel responsible for CIP should be familiar with appropriate guidance. The site must be able to demonstrate that the procedures employed meet the requirements of the Code of Practice as covered by the following:<br><br>• The CIP unit must be secured when not in use.<br><br>• CIP unit operating instructions must be available. | Determine presence of on-site and sub-depot CIP and individuals with operational responsibility.<br><br>Check availability of CIP Code of Practice. There is no requirement to assess directly against the CIP Code of Practice.<br><br>When questioning Managers on the principles of the Dairy UK CIP Code of Practice determine that they can reference the appropriate areas against their own procedures.<br><br>Check:<br><br>• Security procedures (sufficient to prevent access to main control panel & chemicals).<br>• Availability of operating instructions.<br>• Suitability of chemical storage<br>• Presence of appropriately signed eye washing and working shower facilities.<br>• Presence of data sheets for the chemicals in use at the emergency wash facilities. | |

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| | | • All Chemicals must be correctly stored:<br>○ chemicals in use must be locked away,<br>○ suitable separation of acid and alkaline chemicals. This may require physical separation to prevent any possibility of a chemical reaction,<br>○ all containers must be clearly and correctly labelled,<br>○ COSHH data sheets and instructions available at points of use and storage,<br>○ suitable (PPE) Personal Protective Equipment must be available. This includes emergency eye washing and shower facilities.<br>○ documented procedures of actions to be taken in the event of any chemical spillage. | • Availability of appropriate PPE (safety goggles, rubber gloves and, occasionally, full-face mask) and use when CIP in operation.<br>• Presence of documented spillage procedures. | |

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| F1.2 | CIP coming under the scope of the DTAS standards must have systems procedures in place detailing how tankers should be cleaned.<br><br>The haulier must be able to demonstrate that it complies with the Dairy UK Tanker Cleaning Code of Practice: Dairy Operations.<br>R<br>FS | CIP on a haulier site (including depots, sub-depots and outbased reload sites) that is under the responsibility of the haulier, including contracted or leased arrangements, is under the scope of the DTAS standards.<br><br>The key cleaning parameters of the Cleaning in Place (CIP) system must be set and verified regularly.<br>• Temperature and detergent concentration suitable food grade cleaning agents.<br>• Procedures to check suitability of final rinse water. 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.<br>• Detergent concentration (reference test) should be checked and recorded monthly.<br>• Flow rate should be checked and recorded every three months.<br>• CIP times should be checked and recorded for each CIP. | Documentation check and questioning managers.<br><br>• Flow rate/pressure checks may not be possible depending on the equipment available.<br>• Question managers on procedures for checking suitability of final rinse water supply and maintenance of rinse water storage tanks.<br>• Procedures could include visual inspection, ATP or potable water testing at defined intervals and records retained.<br>• Check datasheet to ensure chemical in use is suitable for food use. | |

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| | | • Check frequency of visits by third-party chemical supplier and comments on performance of CIP. | | |
| F1.3 | The use of Quaternary Ammonium Compounds is banned from the supply chain.<br>R<br>FS | All chemicals that may come into contact with either the product or the internal surfaces such as cleaning agents, disinfectants, wipes and sanitisers cannot contain QAC's. | • Review list of chemicals used on-site and during tankers wash functions under the management responsibility of the haulier.<br><br>• Look for evidence of use during on-site inspection.<br><br>• 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.<br><br>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. | |

| MODULE G: TRACTION-ONLY HAULAGE | | | | |
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| | **Standard** | **Guidance** | **Assessor Guidance** | **Notes** |
| **G1** | **REQUIREMENTS FOR DTAS CERTIFICATION** | | | |
| G1.1 | Where a regular 'traction-only' solution is provided to a haulier there is no requirement for the provider to be DTAS certified.<br>R<br>FS | Staff not directly employed by the haulier must be trained to carry out their role in compliance with the DTAS standards and records kept.<br><br>**Definition of traction-only:**<br><br>A traction-only haulier is not involved in farm collection / loading of a tanker / transhipment between tankers / ownership of tankers.<br><br>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. | Look for evidence of the training of staff not directly employed by the haulier (if applicable).<br><br>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. | |

| G2 | TESTING | | | |
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| G2.1 | Appropriate facilities and procedures must be in place for on-site milk testing by the driver at the dairy.<br>R<br>FS | Facilities and procedures must include:<br>• Any specific customer requirements.<br>• Suitable test environment that allows staff to carry out tests without interruption.<br>• Written testing procedures.<br>• Record keeping for test results.<br>• Staff training records for onsite dairy milk testing. | Where there are driver dairy on-site milk testing facilities, check:<br>• Written customer requirements.<br>• Suitable test environment that allows staff to carry out tests without interruption.<br>• Safeguards to ensure procedures are in place to assist drivers with any sampling issues.<br>• The existence of written testing procedures.<br>• Record keeping of test results.<br>• Existence of training records on testing procedures. | |

| G3 | DISCHARGE | | | |
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| 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.<br>R<br>FS | Procedures must be in the driver's handbook or hauliers' procedures and must include:<br>• Vehicle tare and gross weights where weighbridges are used for the measurement of the load.<br>• Investigation and recording of discrepancies prior to leaving delivery sites.<br>• Obtaining relevant traceability documentation.<br>• Obtaining proof of delivery.<br>• Checking to ensure vessels are completely drained prior to leaving the milk reception area.<br>• Where required, providing assistance to customers with load samples, ensuring samples are taken hygienically and from approved sample points.<br>• Observing all delivery site traffic rules including safety rules. Following haulier procedures where only part of the tanker volume has to be delivered. | • Check Driver handbook or haulier procedures.<br>• Question drivers on their knowledge of load discharge. | |

| G4 | MILK FRACTIONS | | | |
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| G4.1 | Procedures must be in place for the understanding and process for dairy loading of milk fractions for traction-only onward delivery.<br>R<br>FS | Examples of such milk fractions may include whey, cream of differing grades, skim concentrate and skim.<br><br>Documented haulier procedures must include.<br>• Procedures for security of vessel and contents<br>• Procedures demonstrating effective cleaning of any ancillary equipment such as reducers and hoses. | • Check Driver Handbook or documented haulier procedures.<br>• Question drivers or relevant staff on their knowledge of these procedures.<br>• Inspect records to ensure appropriate training on cleaning procedures required for milk fractions.<br>• Check traction-only haulier's understanding of preparation of tankers prior to dairy loading. | |

# Appendix 1-Definitions

**Annual:** Within a period of 365 days (366 if a leap year) from the date in question.

**ABP**: Animal by-products

**ATP:** Adenosine Triphosphate

**CIP:** clean in place

**Complaint:** any expression of dissatisfaction from a customer about the goods or the service

**DAERA:** Department of Agriculture, Environment and Rural Affairs

**Depot:** premises where a haulier carries out farm collection/ re-load/ haulage operations

**DVA**: (Driver and Vehicle Agency)

**DVSA:** Driver and Vehicle Standards Agency

**Employee/personnel:** Includes agency and temporary workers.

**Ex-silo**: Can be raw, farm-assured or finished product. Definitions must be stipulated on the required paperwork.

If the milk is going for disposal, the appropriate ABP paperwork must be used, and the haulier must have a waste-carriers licence.

**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, BRCGS and IFS International Featured Standards

**HACCP**: Hazard Analysis and Critical Control Point

**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.

**Loads:** the dispatch of a tanker laden with milk or milk fractions**.**

**Managers:** includes supervisory staff

**Milk:** raw milk

**Milk Fractions:** Examples may include**:** cream, skim, skim concentrate, whey and whey concentrate (carried as bulk liquids)

**Milk year:** year from 1st April to 31st March.

**Non-directly employed staff**: traction-only and agency drivers are not subcontractors, but drivers must be trained as per primary contractor's procedures.

**Outbased reload (including lay-bys):** a location where milk is transferred from one vehicle to another at a site that is not a depot or a sub-depot. Motive units are not based at these sites.

**Product quality:** the safety and quality of milk and milk fractions

**Reload point:** a location where milk is transferred from one vehicle to another.

**SALSA:** Safe and Local Supplier Approval

**Subcontractor**: Subcontracting is where part of an operation has been assigned to a third-party haulier.

**Sub-depot**: an operation which may have drivers and vehicles based at the site, managed by a main depot and which does not have its own independent management and or supervisory staff (infrastructure in line with a main depot).

**The customer:** the company for whom the goods are being transported

**Third-Party CIP:** CIP Operations not audited by DTAS assessors or under the direct management of the Haulier.

**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.

# Appendix 2- Records

## Signature

Internally produced records must be fully completed, signed and dated by the person carrying out the task/activity. If records are kept on computer, the "signature" may be recorded as the name of the person.

## Accessibility

Records must be accessible. They must also be legible, retrievable and durable. The haulier needs to be able to provide all records indicated in the standards to the assessor for inspection. These can be either paper records or electronic records. Where records are stored electronically, the haulier is required to demonstrate an effective method of backup in order to ensure their security. Where individual records are cross referenced to other records, it must be possible to conduct a trace to demonstrate both completion and accessibility of the record.

## Retention

Records must be kept for a minimum of 3 years, plus current, unless otherwise stated in this standard or by legislative requirement. Current year is the milk year April to March. Proof of delivery records must be kept for a minimum of four years. If records are not held on site, then it must be possible to establish where they are held and to undertake a trace if practical.