

THE NEWSLETTER OF THE TRADE ASSURANCE SCHEME FOR COMBINABLE CROPS

Welcome

Welcome to the latest edition of **TASCCforce**. By the time you read this, harvest should be finished and I hope it was a successful one for you.

In this edition, we shall be looking at the AIC's I-Learning which is a new tool aimed at, initially, TASCC haulage participants. Training is an important aspect for all businesses and if it can be done online, this can save time and money.

We shall also be covering the latest news on E-Passports and Driver CPC which, by the time you will be reading this, the deadline would have passed.

I do hope you find TASCCforce informative and if you have any questions about the items included or potential articles for future editions, then please contact Garry Rudd via the details on the back page.

Driver CPC

Evidence suggests that the vast majority of drivers have completed their 35 hours' periodic training by the 10 September deadline.

Before the Driver Certificate of Professional Competence (Driver CPC) was brought in, industry stakeholders were asked how many professional bus, coach and lorry drivers were in scope. Their estimate was between 500,000 and 750,000. This figure was then revised following the exemption covering 75,000 valets and fitters to between 425,000 and 675,000 drivers.

The current figures show that nearly 800,000 drivers are engaged in Driver CPC and just over 564,000 have

completed their 35 hours' training and in July 2014 alone, over 1.1 million hours of training were logged. The latest figures also show that 24,245,741 hours of periodic training have been taken by professional drivers since 2008.

Drivers and their employers must stay on top of their Driver CPC training requirements or risk being fined and even losing their livelihood, the Driver and Vehicle Standards Agency (DVSA) and the Office of the Traffic Commissioner have warned.



eGrain passport pilot enters initial test phase

Initial 'desk top testing' of the industry's eGrain passport pilot has been taking place during this harvest.

The project, which is looking at the feasibility of moving the current paper grain passport system online, involves Muntons, Gleadell and Openfield as pilot participants for the malting barley supply chain, and Heygates, Fengrain and Glencore as the pilot participants for milling wheat.

Key features of the proposed system

include unique passport IDs, real time assurance checking and the creation of a platform allowing for the two way flow of data.

Full trials to test the pilot in various scenarios will be rolled out over the next couple of months, with the project steering group providing feedback on the feasibility of a wider industry roll out.

For further information visit www.hgca.com/egrainpilot

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Cleaning out trailers on site

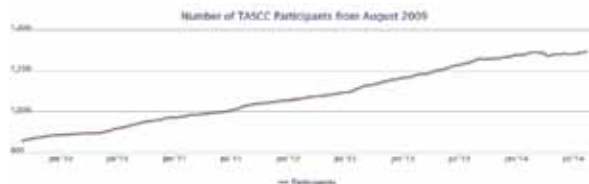
The issue of sweeping out on site after delivering product has become an issue in recent months. This is becoming more difficult as some intakes' health and safety procedures deem it necessary to clean off site, while a haulier sweeping out in a layby is both dangerous and illegal.

With AIC schemes insisting that the trailer must be clean before loading, then intakes must provide a place to clean. To that end, if you are aware of any sites which do not provide this, then please contact the intake directly. However, if this does not get the required response, then contact Garry Rudd using the details on the back page.



TASCC data

Latest data collected recently on shows that the TASCC scheme is growing year on year (see top graph). There are now 1291 participants (at time of writing) in the scheme.



The next graph shows that the number of non conformances per audit is dropping which shows that TASCC participants have now fully incorporated TASCC into their everyday business life.



The final graph shows the spread of TASCC across the UK.



AIC Seminars

During May and June, a successful series of seminars was held covering all three of the food and feed assurance schemes: UFAS, FEMAS, and TASCC. The seminars were arranged in response to participants' requests for updates on recent scheme changes and implementation of legislation. The move to cover all schemes was due to the increasingly interlinked nature of the three schemes, and the common legislation that applies to all.



In all over 400 attendees joined the seminars, which took place in Bristol, Peterborough, Perth, Wetherby, Chester, Belfast and Dublin.

The main element of the seminar was a "back to basics" discussion about implementing HACCP in the feed industry. The feedback from participants suggests that they found this extremely useful, as it was for AIC and Kiwa PAI staff who attended.

Know your customer requirements – Soya



The allergens section (5) of the AIC TASCC Haulage Contaminant Sensitive list requires participants to check and comply with individual customers policies/requirements/terms and conditions before handling any products listed in the code. These include nuts, crustaceans, eggs, fish and, increasingly, soya.



This is in line with EU legislation (Directive 2007/68/EC) which identifies several groups of materials as causing allergic reactions in some people. In certain cases these reactions can cause severe anaphylactic shock which can be fatal.

Although UK millers have concerns about all allergens, evidence suggests that soya is the allergen most likely inadvertently to occur in the wheat delivery chain. It is suggested that where a haulier is working for a flour mill, they must read the terms and conditions to understand whether certain allergens are forbidden to be carried or if additional cleaning procedures will be required.

AIC, nabim and the Road Haulage Association (RHA) are working together to deliver a clear message to food manufacturers and retailers that the industry is committed to having an appropriate risk assessment and compliance procedure.

Bluefin—TASCCsure

Please find included in this edition of TASCCforce the latest TASCCsure brochure from Bluefin. TASCCsure is the exclusive insurance offer which is only open to TASCC participants. Please contact Bluefin for further information.



Point of First Tip Record Required by Farmers

TASCC participants need to be aware of a new requirement in the Red Tractor Combinable Crops & Sugar Beet code of practice. Farmers will need to keep records of the first destination or point of first tip for all loads leaving the farm and will request this information from the merchant. It doesn't need to be a formal record, simply keeping a diary note or copies of haulage tickets will be enough.



AIC (Agricultural Industries Confederation) has launched new online training modules, based on its Trade Assurance Scheme for Combinable Crops (TASCC), and tailored to meet the needs of busy transport office managers and drivers.

- Two courses – one for transport managers, one for drivers
- Short modules that take 15 minutes to complete
- Available on computers, tablets and smart phones
- Can be used anywhere
- Free for TASCC members
- Fulfils all your TASCC training needs

Transport Managers Course has nine Modules:

1. Statutory and legislative requirements
2. HACCP
3. Vehicles and trailers
4. Collection and delivery
5. Vehicle hygiene
6. Haulage exclusion and sensitive list
7. Combinable Crops Passport
8. Sub and Wholly contracted hauliers
9. Records, training. Complaints and insurance

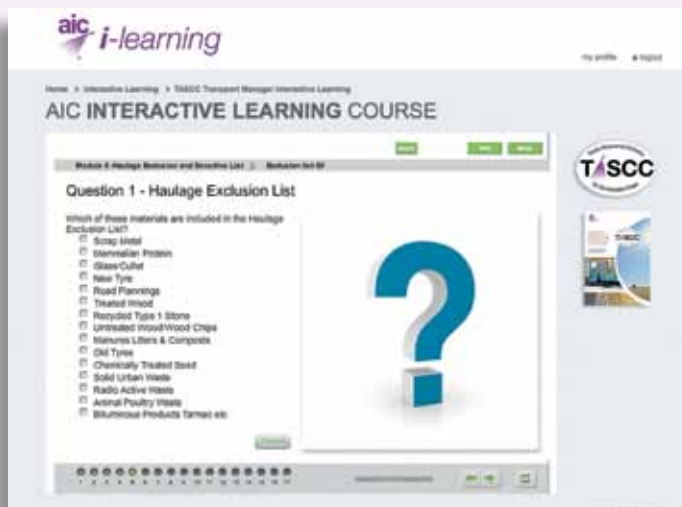
Drivers Course has six Modules

1. Introduction
2. Vehicles and trailers
3. Collection and delivery
4. Vehicle hygiene
5. Haulage exclusion and sensitive list
6. Combinable Crops Passport

Once a course is completed and all questions answered correctly, participants receive a certificate of completion which can form part of the supporting information for a TASCC audit.

The new online courses are free to TASCC partners and can be accessed from the trade assurance area homepage of the AIC website.

Example screenshots are shown on the right.



Rear under runs

Rear Under Runs (RUR) are now fitted on all new trailers but this may cause issues at some intake sites. There is no need to retro fit these safety devices but hauliers need to be aware that RUR's may impede tipping at some intakes and this needs to be considered when buying a new trailer.



FUPD
(Front Under-run Protection Device)



RUPD
(Rear Under-run Protection Device)

Falls from height

Falls from height, which is the third highest cause of fatal injury (comprising 20% of fatal accidents), can result in serious or even fatal injury even when the fall is less than 2m.

The top three areas of where falls from height can occur are Ladders (40%), Vehicles/FLTs (17%), Machinery/plant (10%).

In many cases where a person falls from height, safe access has not been provided. All operations requiring work at height require risk assessment and proper management of risks.

For example, many falls from height occur when workers slip (eg from lorry cab step rungs). Places where workers will stand should be dry where possible and free from contamination. Ensure workers do not stand on fork lift truck forks, or pallets mounted on forks, to access heights as this is a regular cause of fatal injury.



Refuse derived fuels



Refuse-derived fuel (RDF) or solid recovered fuel/ specified recovered fuel (SRF) is a fuel produced by shredding and dehydrating solid waste (MSW) with a Waste converter technology. RDF consists largely of combustible components of municipal waste such as

plastics and biodegradable waste.

TASCC storage participants, as with all recycled products, must treat these products with extreme caution before deciding the put RDF materials in their store.



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