

THE NEWSLETTER OF THE TRADE ASSURANCE SCHEME FOR COMBINABLE CROPS

## Welcome



**Welcome to the latest edition of TASCCforce which looks at the latest news in food and feed safety and assurance.**

We hope you find this edition informative. If you have any questions about the contents or ideas for future editions, then please contact me via the details on the back page.

**Garry Rudd**  
Technical Manager, AIC

## Checking the assurance status of GTAS participants

**In June 2017, Gafta (Grain and Feed Trade Association) announced that they will no longer be running GTAS (Gafta Trade Assurance Scheme) in the areas of Transport and Storage from 1st January 2019. Therefore, from now until 1st January 2019 there will be GTAS participants whose current assurance will end and they will either join another assurance scheme or withdraw from the industry.**

Please note that from the 1st January 2019, GTAS hauliers and Stores will be classed as non

assured and, therefore, must not be used.

To that end, AIC members and trade assurance participants are reminded to check the assurance details of hauliers at intake/outloading and of stores before use as the status may have changed potentially causing a rejection of the product.

**Links to the relevant assurance checkers are:**  
**AIC:** <https://www.aictradeassurance.org.uk/home/>  
**GTAS:** <https://www.gafta.com/GTAS-Database>

## British Sugar exclusion/sensitive list – use TASCC

**A reminder to all TASCC participants employed by British Sugar during the 2018 sugar beet campaign.**

Following relevant stakeholder discussions and a risk assessment, British Sugar now has two tiers of trailer at sugar beet intake which they allow:

- 1. A 'TASCC Assured' fleet** – TASCC trailers which are fully compliant with the TASCC exclusion list. You must ensure that you keep to the TASCC requirements.
- 2. A 'Non-assured' fleet** – non-assured trailers which follow the British Sugar exclusion list. Do not confuse the British Sugar exclusion/sensitive lists with those for TASCC.

If you do carry a TASCC exclusion list material on a TASCC assured trailer then that trailer will no longer be able to carry materials within the TASCC scheme.



## Inside

**Mutual recognition – what it means**

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## TASCCSure and Jelf – same company, different name

**AIC offers an infinity partnership insurance offer for TASCC participants. As a certified participant you may be eligible for a low insurance premium so cost savings can be made.**

The scheme was originally run by the insurance company Bluefin which is now renamed as Jelf.



Further information is given in the attached flier and on the link: <https://bit.ly/2QmiskQ>



## TASCSC review – your views and ideas are welcome

Once again the process of reviewing the TASCSC schemes is underway. The working group leading this work is really keen to hear your views. Are there areas we can improve? Can we achieve compliance with legislation and industry codes more easily?

If you have any thoughts to feed in at this early stage of the review please contact Garry Rudd – see back page for contact details.

## Mutual recognition – what is it and what does it mean?

The UK feed industry operates in a global commodity market. To facilitate and simplify this trade AIC has developed relationships with several overseas feed/ food scheme operators. There are bilateral agreements ('mutual recognition') between AIC's schemes and the organisations listed below.

Some agreements place additional requirements

on AIC scheme participants or on companies in the European schemes. Therefore, it is important that businesses dealing with suppliers and customers that operate within other schemes are aware of these specific details.

Further information can be found on the following link: <https://bit.ly/2DPVWQ2>



## TASCSC participants – what they think about the scheme

Earlier this year, TASCSC participants were asked for their views on the scheme, its documentation, audit process etc. The results have been encouraging for the AIC Services team and the working groups. The tables below reflect their views on the TASCSC documentation and the overall opinion of the scheme.

Scheme Documents	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Responses
The scheme documents are logically laid out	29 25.7%	75 66.4%	9 8.0%	0 0.0%	0 0.0%	113
The scheme uses language I understand	25 22.7%	69 62.7%	16 14.5%	0 0.0%	0 0.0%	110
The sector notes are practical and helpful	28 25.0%	76 67.9%	8 7.1%	0 0.0%	0 0.0%	112
I prefer to receive hard copy documents in the post	29 26.1%	28 25.2%	38 34.2%	8 7.2%	8 7.2%	111
I would like to receive all documents via email only	12 10.9%	29 26.4%	45 40.9%	18 16.4%	6 5.5%	110

Overall	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Responses
My business benefits from being in the scheme	58 51.3%	44 38.9%	10 8.8%	0 0.0%	1 0.9%	113
It is useful to have an external audit to maintain standards	52 46.0%	52 46.0%	9 8.0%	0 0.0%	0 0.0%	113
The scheme helps me comply with legislation	52 46.0%	57 50.4%	3 2.7%	0 0.0%	1 0.9%	113
My customers require me to be certified by the scheme	64 56.6%	45 39.8%	4 3.9%	0 0.0%	0 0.0%	113
Overall, I am satisfied with the scheme	49 44.5%	57 51.8%	3 2.7%	0 0.0%	1 0.9%	110



# Tell AIC

**AIC takes the agri-supply chain's safety and integrity very seriously and the trade assurance schemes were developed to both protect and strengthen the industry's reputation.**

Use the AIC Trade Assurance helpline or the form on the website to notify AIC if you become aware of activities of an AIC Trade Assurance participant that has the potential to harm:

- Human or animal health through contamination or adulteration of the feed food chain
- Fertiliser safety or security
- Safety of seed treatment application
- Any other issue with the potential to undermine agri-supply sector's reputation

All information provided will be treated in confidence. The link to Tell AIC is [www.aictradeassurance.org.uk/tell-aic/](http://www.aictradeassurance.org.uk/tell-aic/)



**Email: [enquiries@agindustries.org.uk](mailto:enquiries@agindustries.org.uk)**

# New courses for professional rat control

**After March 2018, the concentration of anticoagulant rodenticide sold to non-professionals reduced from 50 parts per million (ppm) to 30ppm or less and pack sizes were reduced to a maximum size of 300g for block and 150g for wheat, pasta and pellet baits.**

If you wish to buy rodenticide in greater quantities for professional use, you are required to evidence that you have received training in using rodenticide and controlling rodents. A range of face-to-face and e-learning courses are being launched to help store keepers meet this requirement.

A list of approved courses can be found in Appendix 21 or on the following link: <http://www.thinkwildlife.org/training-certification/>

# TASCC Non-conformances



## Top Non-Conformances in the Haulage Sector

Clause No.	Clause wording	Times raised out of 640 minor action points	%
H2.5aMi	Load carrying areas sanitized at least 6 weekly	56	8.75
H2.1gMi	Vehicle available for inspection	53	8.28
H2.5dMi	Sanitizer food grade	49	7.65
H13.1dMi	Generic terms must not be used for previous loads	46	7.18
H9.1gMi	Gain approval from Kiwa before use of hired, new or second hand vehicles	34	5.31

# New main contact at Kiwa



**Jaclyn Redman** has been appointed as the FIAS Scheme Manager for scheme operator Kiwa. Jaclyn takes over from Lorraine Chambers who has been promoted to the role of business strategy manager for Kiwa's Feed, Food and Farm sectors.

**Jaclyn's contact details are:**

**T: +44 (0) 7718 483648**

**Email: [jaclyn.redman@kiwa.com](mailto:jaclyn.redman@kiwa.com)**

# Check your Exclusion and Sensitive list materials

**TASCC participants are to be reminded of the importance of checking loads in TASCC trailers with the Exclusion and Sensitive list and/or ICRT.**

This is particularly important following on from this year's summer which has a potential reduction

of feed/straw this winter. This means that there may be other feed options available. Therefore, TASCC participants must ensure that a product specification sheet is obtained before they carry products in a TASCC trailer. Any questions, please contact AIC or the TASCC certification body.

# Transport and load safety

## Trailer numbering

After the introduction of Version 4 Red Tractor Combinable Crops and Sugar Beet standards in October 2017, a change was made to one of the standards under the section 'own delivery for off farm transport'. Under standard OT.a, Red Tractor now requires trailers used for off farm transport to display a unique trailer number and a Red Tractor membership number.

Red Tractor has put together a guidance document (see link below) which covers frequently asked questions on the OT section of its Combinable Crops and Sugar Beet standards. The document also provides examples of how standard OT.a can be met.

The guidance document can be downloaded from: <https://bit.ly/2wBEDwf>

## New rules on Contract Farming

**Red Tractor has produced new rules guidance for contractor businesses involved in producing combinable crops and sugar beet which are effective for all renewals from October 2018 onwards. It should be read in conjunction with the detailed Red Tractor Membership Rules.**

Combinable crops and sugar beet farming businesses and trading arrangements can be complex. Contract farming is widespread throughout the industry and agreements range from contractors doing some, to all of the day-to-day management on behalf of another landowner or business.

It is hoped that the new rules will help clarify this situation. Further information can be found on the following link <https://bit.ly/2PQC405>



Every year, several accidents occur due to poorly stacked loads. Even on short trips, it is important that all goods transported by road are adequately secured.

Guidance for safely securing loads is available on line from the Department of Transport <https://bit.ly/1HUaKy>

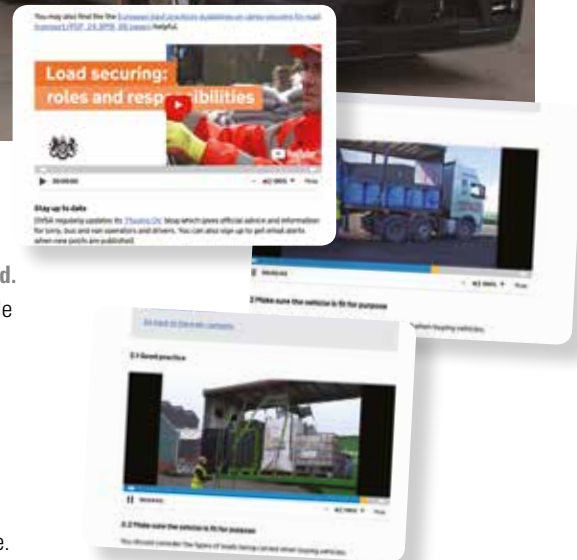
The Freight Transport Association and Road Haulage Association provide additional information.

Responsibility for ensuring a safe load lies with everyone involved in the transport chain i.e. from confirming the load and vehicle required, risk assessing the transport and securing method, loading, moving by road and unloading.

The Driver and Vehicle Standards Agency (DVSA) is responsible for inspection and enforcement.

DVSA examiners are instructed to assess load security by checking:

- can the load slide or topple forwards or backwards?
- can the load slide or topple off the side?
- is the load unstable?
- is load securing equipment in poor condition?



- is there anything loose that might fall off?
- does the vehicle present an immediate likelihood of causing danger of injury due to its load security or stability?

If the operator or driver asked the same questions before starting their journey, accidents could be prevented, not to mention the saving of time and recovery costs.

Failure to secure loads can lead to death or serious injury, damaged reputation and prosecution with potentially substantial fines.



**For further information contact:**

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