

## The newsletter of the Trade Assurance Scheme for Combinable Crops

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### Welcome

Welcome to the latest edition of TASCCforce and to 2013.

With the quality issues which have arisen from last years harvest and the particular problems all aspects that the industry have faced, assurance schemes providing food/feed safety have shown to be of paramount importance.

The next edition of the TASCC code will be issued in February 2014. However, the review process starts now and the various TASCC working groups will be ensuring that

any changes are kept to a minimum but are relevant and user friendly to implement.

In this edition, we shall be covering areas in TASCC which can cause some compliance issues such as risk assessments and exclusion list materials.

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 AIC via the details on the back page.

### New European Seed Treatment Assurance scheme (ESTA) goes live in the UK

A new assurance scheme for the seed treatment industry, the European Seed Treatment Assurance scheme (ESTA), is now available in the UK through the Agricultural Industries Confederation (AIC). The move comes as the seed industry seeks to preserve essential plant protection products, protect the environment and to maintain international trade and ongoing investment.

ESTA was devised by the European Seed Association (ESA) in response to the EU Directive (2010/21) which requires insecticidal seed treatments to 'only be performed in professional seed treatment facilities.' The

directive results from incidences of bee deaths in Germany, Austria and France, particularly associated with treated maize seed.

Over the past year, AIC have carried out ESTA trial audits and held training sessions in Peterborough and Edinburgh. The ESTA scheme will be operated in the UK as part of the AIC's Trade Assurance Scheme for Combinable Crops (TASCC), which many seed companies already participate in. However, companies who are not in TASCC can also be audited as can mobile operations. The audits will be carried out by the TASCC certification

body PAI which is based in Harrogate and has vast experience in delivering assurance audits in the agricultural sector working with both the AIC and others.

Further information and an application form can be found on the AIC website or contact Garry Rudd at AIC on 01733 385274 or [garry.rudd@agindustries.org.uk](mailto:garry.rudd@agindustries.org.uk).



### TASCC Review 2014

With the next TASCC code to be issued in February 2014, the review process starts now. The various TASCC working groups will be ensuring that any changes are kept to a minimum but are relevant and user friendly to implement. The proposed changes are below but if you have any further changes or comments, then please contact Garry Rudd at AIC.

#### Scheme Manual

- Review mutual recognition list
- Establish non conformances and new rules for suspension/renewal – section 8

#### Merchants

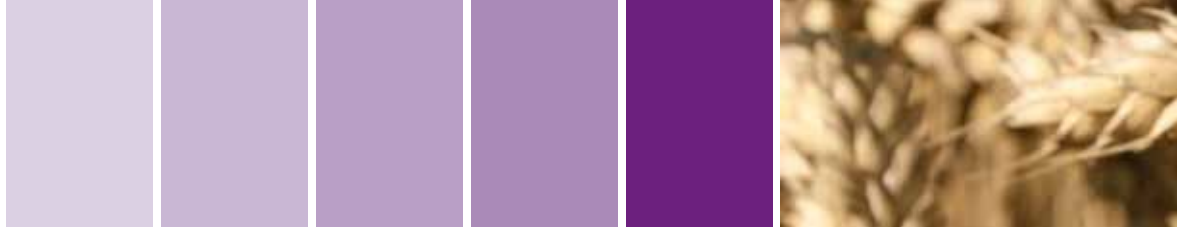
- Review containers - update – E4.2.1

- Working examples from participants to show auditors:–
  - Temperature
  - Moisture
  - Weighbridge calibration
  - Check pest control against maps
- Simple processing to include pelleting
- Consider waste disposal – E8
- Review the use of shunter trailers to include assured – F1.3

#### Haulage

- Exclusion/Sensitive list
- Ascertaining the history of the trailer – D3,4,5
- Add "checked" to cleaning/sweeping etc of trailers at deliveries – D4 and Haulage Template CDT





## Important information regarding the PAI Annual Certification Fee

The TASCC Working Group and AIC are continuously working to improve and bring benefits to the agri-food supply industry and have recently reviewed the working practices of the TASCC Scheme.

The decision has been taken to move to one TASCC Renewal date for the Certification date and PAI audit renewal fee. This will now be 1st April annually for all participants.

There are 3 major benefits to the industry in doing this.

- **Certification for all participants will run from 1st April – 31st March each year.** This will remove the need for you to constantly check for expiring certificate dates. Participants will either be assured, suspended or withdrawn.

With the added improvements of the AIC alert system the status of participant's assurance will be more visible than ever.

- Stickers will expire 31 March thereby covering the harvest period and not expiring mid harvest.
- **Flexibility of Audit Date.** Having one renewal date will allow PAI (TASCC Certification Body) to issue continuation certificates valid into the next scheme year. Certificates will still need to be verified by an annual audit but you will have the freedom to select the most convenient period for your audit, without concerns about an expiring certificate.

PAI will shortly send you a proforma invoice for the PAI Annual Certification Fee.

For the first year the fee is to be pro-rated to ensure there is no financial disadvantage in making this improvement to the scheme (see enclosed for details of how this will work in practice).

For information, the annual AIC TASCC Registration fee renewal date will remain at 1st July.



## Making farm deliveries safer

A major initiative is under way to cut the number of accidents involving bulk feed deliveries onto farms.

Safety on farm deliveries has become a real issue as AIC member companies which produce compound feeds are said to be losing towards three years worth of working days annually due to on-farm accidents while making deliveries or collecting grain. To that end, it has been decided to produce new guidance for all member companies and AIC will ensure its dissemination to farmer customers. The organisation has also said it will publicise the issue and share good practice and knowledge and will adopt common standards. The aim is to avoid 'trading down' to the lowest common denominator.

There is commitment from the agricultural industry to deliver real improvements in this area. The Farm Safety Partnership, which comprises of 24 organisations and includes the NFU, HSE, NFU Mutual and the press (Farmers Weekly and Farmers Guardian), is

already involved in an industrywide campaign to deliver improved safety within the agricultural industry itself.

It will inevitably mean some farms spending money to improve their facilities or access areas. Bulk blown deliveries, representing more than 85 per cent of feed deliveries, accounted for the vast majority of on-farm delivery accidents and near misses.

Accidents generally involve slips, trips and falls together with some crush injuries and injuries from livestock.

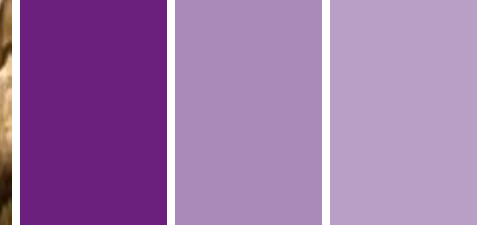
Key contributing factors include:

- Poor access
- Poor lighting
- Inadequate delivery points
- Unsafe bins
- Home-made storage bins
- Uneven or unstable ground
- Overhead cables
- Traditional buildings simply too small.



The important part of the initiative, which has the full backing of the Farm Safety Partnership, is not only to detail the problems but to highlight exactly what 'good' looks like. Apart from the obvious rectification of the points above, 'good' would include clearly marked bins, no children or livestock around, and the discharge pipes ideally set at between 0.75m and 1.25m from the ground.

There is a time-scale for the implementation of the initiative and it is expected it will take six months to update the guidance.



# Risk assessments and HACCP

There is often confusion from some TASSC participants as to whether to use a Risk Assessment or a HACCP (Hazard, Analysis, Critical Control Point) plan.

The haulage sector is not required to have a written HACCP study for their day to day operations as they will have procedures, training etc. If however they are asked to carry something unfamiliar to them then a risk assessment of that product must be recorded (see Table 1 below). Further information can be found at Appendix 6 of the Haulage code.

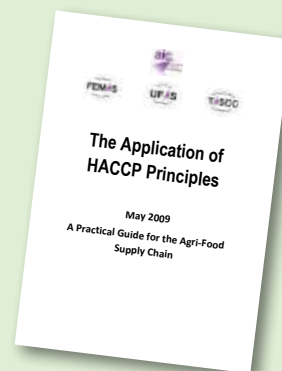
Table 1

Hazard	Hazard type	Control Measure	TASSC CoP reference
Unfamiliar product not handled before	Microbiological, Physical	Haulage Exclusion list. Obtain data sheet. Contact AIC for clarification.	Appendix 1 and 2

For storage (appendix 8) and merchandising (appendix 7), a written HACCP is required and should cover all areas that are relevant to the business and the risks involved. This should be based on the 7 HACCP principles which are:

1. Conduct a hazard analysis.
2. Determine the Critical Control Point (CCPs).
3. Establish critical limit(s).
4. Establish a system to monitor control of the CCP.
5. Establish the corrective action to be taken when monitoring indicates that a particular CCP is not under control.
6. Establish procedures for verification to confirm that the HACCP system is working effectively.
7. Establish documentation concerning all procedures and records appropriate to these principles and their application.

Further information can be found in "The Application of HACCP Principles" document on the TASSC pages of the AIC web site.



## Web based training

The AIC Testing Facilities WG have been working with the HGCA on a project to update the wheat and barley training CD ROMs which have been available since 2004 and are now out of date. It has been decided to make these available as online modules via the HGCA website with the inclusion of an oilseed rape module. The benefits of this is that the modules will be able to be easily amended if required and the TASSC auditor will be able to see if training has been completed. It is hoped to have the modules online in the first half of 2013.

Work is also continuing to produce training modules for TASSC Haulage and Storage and these will be available on the AIC website from March 2013.

## Driver CPC

The first round of Driver CPC (Certificate of Professional Competence) periodic training has less than 2 years to go before the closing date of September 2014. To ensure drivers retain their entitlement to drive, 35 hours of periodic training must be completed by this date. Failure to complete the required training will result in the suspension of driving entitlement.

MDM Driver training offer a range of courses both general road transport subjects, and more specialised topics such as TASSC & FIAS. Other companies providing Driver CPC training are available.

Further information on all of MDM Driver Training courses can be found at [www.mdmdrivertraining.co.uk](http://www.mdmdrivertraining.co.uk), or contact Mandie Turner 01794 324455.



## STOP PRESS

AIC have recently had a meeting with the European Commission and Ecofys relating to the AIC submission of the AIC's Renewable Energy Directive appendix. The discussions were positive in that there were few amends to the document. AIC will send the revised appendix back and await the Commissions verdict.

## Top Haulage and Storage Non Conformances

Below are the top five non conformances following on from Haulage and Storage audits. TASCC auditors will be paying particular attention to areas which have not seen a reduction over the past two years for example, Store Structure.

Haulage Code	Requirements	2011 %	2012 %
D.3	Up to date vehicle inventory	20	8
B.2	Food Hygiene registration	6	7
E1.3a	Exterior cleaning schedule	12	7
C.1	Knowledge of the risks	4	7
D.2	Vehicles uniquely numbered	9	7

Storage Code	Requirements	2011 %	2012 %
D.1	Store structure	15	20
E2.3	Stores/bays numbered	13	11
E11.1	Weighbridge calibrated annually	8	13
B.1	Due diligence	11	9
E11.2	Store monitoring equipment calibrated	17	11



## Feedback Prize Draw winner – Mole Country Stores

The winner of the feedback form prize draw for this period is FIAS participant Mole Country Stores, based in Stamford, Lincolnshire. At the time of their audit, the business was operating under the CWG brand, but parent company Mole Valley Farmers recently took a decision to re-brand the stores.

Another draw will be held later in 2013 and you need to send in a TASCC feedback form to qualify.

Malcolm Jesson, Mole Country Stores Agricultural Support Manager (pictured right) is seen collecting his prize from AIC's Simon Williams.

## Exclusion and sensitive list materials

The AIC helpline receives a number of calls, the majority of which relates to the Exclusion and Sensitive lists which are found in all of the codes. These are of particular interest to hauliers (they can be found in appendix 1 and 2 of the haulage code) as a trailer which has carried an exclusion list material will be removed from the scheme.

The three most popular areas of interest are:-

### Equestrian surfaces/animal bedding

These are usually made of materials, such as recycled tyres and sand, which have been cleaned and had any metal fragments removed. This is so animals using the materials are not injured. These are sensitive list materials.

Old, frag tyres however, are exclusion list materials because of the levels of bitumen and metal found within them.

### Green Composts

The increase of recycled products has increased the number of products available to carry.

Although composts are exclusion list materials, there have been a few calls questioning the use of green compost which has been made from municipal and council waste. Following checks to production sites, it has been agreed that green compost will remain on the exclusion list due to the levels of metal, glass and plastics which are to be found in the product.

### Aggregates

The rules for these products are generally straight forward. First time, virgin, quarried stone is treated as a sensitive list product. Any recycled aggregate (e.g. tarmac planings which contain bitumen) are exclusion list materials.

If you have any queries about materials you have been asked to carry, then please give the AIC Helpline a call on 0870 300 0532. To help us answer the query quickly, it is important that you have product data sheets available either to email or fax to AIC on the details below.



## For further information contact:

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