

Welcome

Welcome to the latest edition of TASCCforce. In this edition we discuss Short Notice audits, Template Documents and look at the latest HSE statistics which make grim reading.

I hope you find TASCCforce informative and if you have any questions about any of the items or have ideas for potential future articles, please contact Garry Rudd (contact details on back page).



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TASCC review progressing – February 2021



The review of the TASCC code of practice is already underway.

All three working groups have either met or will meet by end January 2020. The UK Accreditation Service (UKAS) has informed AIC that a period of six months is needed to review new Code editions before issue. This will impact the total review timetable. Therefore,

the TASCC Review Group suggested extending the review to February 2021 (instead of February 2020). This would give time for UKAS to look through the revised code; it would also be in line with other AIC schemes.

If you have any comments on how the codes could be potentially improved, please inform Garry Rudd at AIC (see back cover).

Red Tractor contract farming – a reminder

As highlighted in TASCCforce 24, Red Tractor has produced new guidance for contractor businesses involved in producing combinable crops and sugar beet which have been effective for all renewals from October 2018 onwards.

The guidance should be read in conjunction with the detailed Red Tractor Membership Rules.

Further information can be found on the following link <https://bit.ly/2COsze4>

The new rules ensure that only assured farms are on the Red Tractor website as from November 2019. If you have any issues with non-assured farms, please contact Garry Rudd at AIC or Red Tractor with the names and addresses of the farms in question.



Short Notice Audits for TASCC

The AIC feed/food schemes (TASCC, UFAS and FEMAS) will be implementing Short Notice Audits from Spring 2020.

These audits are a response to various market demands from

customers and stakeholders to ensure that schemes remain robust and are future-proofed.

TASCC Storekeepers and Hauliers have been subject to short notice audits in the past, which have been

hygiene onsite audits for storekeepers and intake checks for hauliers. The new regime will increase the number of audits from 5% to 10% and will include stores, haulage, merchants and testing.

Further information on audit types

Short Notice Surveillance Audit for Storage, Testing and Merchant participants.

Over a three-year period, one audit will be a Short Notice Surveillance Audit. The Certification Body (CB) will give a maximum of 24 hours notice. The Short Notice Surveillance Audit will cover all areas of the code of practice(s) displayed on the participant's certificate. The other two audits in the cycle will be Surveillance Audits.

Spot Audits for Haulage participants

Haulage Spot Audits at intake/outloading sites will increase from 5% to 10%. Haulage participants will be subject to paperwork and vehicle hygiene checks at various intake sites. These will include feed and flour mills, maltings and ports.

Short Notice Hygiene Audit for Storage participants

Short Notice Hygiene Audits are already in place for Storage participants and these will increase

from 5% to 10%. The Certification Body (CB) will give a maximum of 24 hours notice.

Short Notice Traceability Audit for Merchant participants

There will be similar Short Notice Traceability Audits for Merchants with a target of 10%. This will cover a desktop traceability exercise. The CB will send an email requesting basic information (eg sales records for specific date range) and the merchant will have a specific time to respond. From records supplied, the CB chooses a product for the traceability exercise and the merchant will have 24 hours to supply this information as per the records section of the TASCC code of practice.

Cost to participants

Costs will be spread across all storage, merchant and haulage participants.

Categorisation of audits

1 Surveillance Audit

Annual audit for certified participants. Over a three year period, one audit will be a Short Notice Audit.

2 Short Notice Surveillance Audit

Over a three year period, one audit will be a Short Notice Surveillance Audit. The Certification Body (CB) will give a maximum of 24 hours' notice. The short notice surveillance audit will cover all areas of the code of practice(s) displayed on the participant's certificate. The other two audits in the cycle will be Surveillance Audits.

3 Short Notice Hygiene/Traceability Audit

Short Notice Hygiene/Traceability Audits will be randomly carried out on 10% of the scheme participants. The Certification Body (CB) will give a maximum of 24 hours' notice. The visits will focus on hygiene.

4 Spot Audit

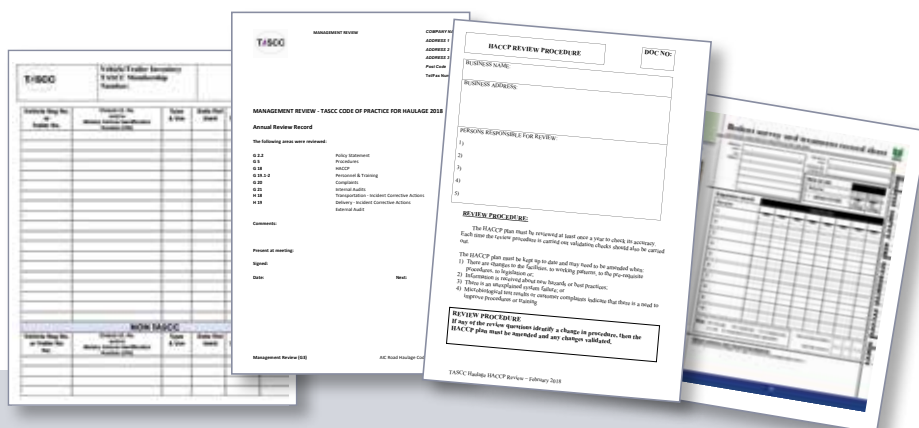
These will be carried out on 10% of hauliers at intake sites and will include checks on the cleanliness of the trailer and paperwork.

Template documents

TASCC participants are reminded of the vast array of template documents which can be found on the TASCC website to assist with scheme compliance.

For hauliers there are documents covering training, delivery note, cleaning and HACCP. For storage, there are cleaning and training templates.

The templates can be found on the following links:



Haulage Documents
<https://bit.ly/2jURYwl>
Haulier HACCP
<https://bit.ly/2lxorti>

Storage Documents
<https://bit.ly/2jUg3TZ>
TASCC Homepage
<https://bit.ly/2Cc1y1U>



Generic terms

TASCC participants are reminded that it is important to ensure that the three previous loads, as indicated on the Combinable Crops Passport and/or delivery ticket, are as accurate as possible.

Generic terms such as stone or aggregate are not acceptable and WILL lead to long waits at intake while the customer establishes what was previously carried.

It is very important that participants collect product/material data sheets as evidence of the product to be carried. These should be available for the intake and auditors. If you have any queries on products, please contact Garry Rudd at AIC or Kiwa before they are carried.



The carrying of forbidden/exclusion list materials will mean that your trailer will be removed from the TASCC scheme.

TigerFert – Added to Forbidden/ Exclusion list materials

You may recall TASCCforce 24 featured Fibrophos and other related products. At the moment only Fibrophos (which is produced using fly ash from animal incinerators) can be carried by TASCC hauliers.

However, and to add to the confusion, all Fibrophos from the Thetford plant remains NON-TASCC. Other products, such as P-Grow and KalFos, are exclusion list materials because they have a mixture of fly and bottom ash which may contain bone stipules causing costly shutdowns at animal feed mills. A new product, TigerFert, contains a mixture of fly and bottom ash and, therefore, must not be carried by TASCC hauliers. It is very important

that participants collect product/material data sheets as evidence before carrying any products.

Recycled gypsum

TASCC participants need to be aware that the gypsum industry has some Forbidden/Exclusion and Sensitive products. Clean, unused gypsum is OK to carry by a TASCC haulier but used gypsum from a building site will be Forbidden/Exclusion due to contaminants such as paint residues and metal. However, some processed recycled gypsum MAY be accepted as a previous load. Therefore, please ensure that you collect product material data sheets as evidence of the product to be carried and contact Garry Rudd at AIC or Kiwa before they are carried.

Know your salmonella – and follow the codes

Salmonella is a type of bacteria that lives in the intestine of many wild animals which can be present in farmed and animals.

There are nearly 3,000 different types of Salmonella, known as serotypes. Only about 100 regularly cause infection in British food animals and people. Of these, Salmonella Enteritidis (SE) and Salmonella Typhimurium (ST) are the most common and important in people. As a result, there are special national control programmes (NCPs) for chicken and turkey production.

SE is found mainly in commercial poultry production, but is rare in the UK. Most human SE cases are associated with imported foods or animals or foreign travel.

ST is more widespread than SE, being found in pigs, cattle, horses, sheep and wild birds, as well as pets fed on raw meat pet food.

Most ST is likely to be acquired in this country.

Both SE and ST can get into stored grain or other combinable crops located close to infected farms. Usual entry is contamination due to rodents or wild birds during temporary storage before drying or despatch. Contamination can also be introduced when livestock sheds are used for short term storage, or when trailers or loaders have been handling manure.

A range of 'exotic' serotypes, originating from contaminated oil seed processing plants, predominate in finished feed and these cause most Salmonella problems in poultry. Combinable crops can also be contaminated by non-regulated serotypes, eg, by badgers contaminating lodged crops.

If SE or ST is found in chicken or turkey flocks, table eggs are not allowed to be sold for human

consumption; breeding flocks and most meat bird flocks are culled. ST can also cause severe illness in cattle and sheep.

It is therefore important that TASCC members continue to maintain and further develop the high standards promoted by industry, via the Defra Code of Practice for the Control of Salmonella which can be found on the AIC website – <http://bit.ly/2mhhxvm>



Trailer safety

The health and safety of drivers must be treated as top priority by the employers, the intake and collection sites and the drivers themselves.

The following items below may be of interest to all parties regarding the health and safety of drivers.

Sheeting from the floor

There have been incidences recently where drivers have been injured by

climbing onto a trailer to pull the sheet over their load and, subsequently falling off and injuring themselves.

To reduce the risk of injury, possible solutions should be investigated to stop drivers climbing onto trailers.

- Automatic opening and closing sheeting systems on trailers.
- Winch operated sheets which can be opened and closed from the ground.
- Roll covers that can be operated from a platform ensuring that the driver does not climb onto the load.

In some instances, failure of the driver to operate the sheeting system properly or not following on site rules may result in the load not being tipped.

Non-tip trailers (see image)

There have been instances, particularly in the feed sector, of hauliers purchasing non-tip trailers. These do exactly as the name suggests and the

benefit of this is that they can reduce the number of injuries to drivers as they reduce the risk of tipping over.

However, there are some concerns as to how to clean them as per the TASC codes of practice to maintain food/feed safety. To that end, if you own any of these trailers, we would like to know how you get on with them on a day to day basis and how you clean them. Please contact Garry Rudd at AIC.

Cleaning out guidance

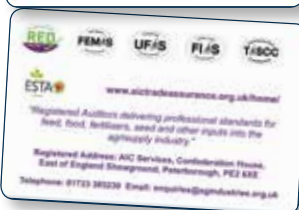
AIC, along with stakeholders from RHA, NFU, Nabim and MAGB, are producing a document to highlight the safe cleaning out of trailers at intake sites. It is designed, as an industry-led initiative, to ensure the health and safety of drivers and stop any need for illegal fly tipping. The document is with stakeholders, including HSE, for review. AIC will inform participants when this is issued.



AIC issues ID cards to approved auditors

To improve the robustness of AIC Services assurance schemes further, all approved auditors have been issued with new photo ID cards.

These cards state the auditor's name and the schemes that they are approved to audit. To qualify for an ID card each auditor must have had industry experience and training as well as undertaking on-going mentoring, updating and further training. The cards will be particularly useful if an unannounced audit is made at a participant's premises.



HSE statistics

The annual Health and Safety Executive's report on 'Fatal injuries in agriculture, forestry and fishing in Great Britain 2018/19', published in July, shows 39 people were killed as a result of farming and other agriculture-related activities during the year.

Agriculture still has the worst rate of worker fatal injury (per 100,000) of the main industrial sectors. It is 18 times as high as the average rate across all industries. Points to note from the report are:

- Transport – overturning vehicles or being struck by moving vehicles – caused most deaths.

- Nearly half of the agricultural workers killed were over 60.
- Two young children were killed.



The HSE report can be found on the link below www.hse.gov.uk/agriculture/resources/fatal.htm



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