

Welcome

Welcome to the latest edition of TASCCforce. In this edition we discuss the Drivers CPC training, Top Action Points along with various on line services hosted by the TASCC certification body, Kiwa.

I hope you find TASCCforce informative. If you have any questions about the items included or have ideas for articles in future editions, then please get in touch (contact details on the back page).



Garry Rudd
Technical
Manager, AIC

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TASCC review underway – February 2021



The latest review of the TASCC code of practice has begun and the various working groups for logistics and testing have begun to meet.

United Kingdom Accreditation Service (UKAS) has informed AIC that it requires six months to go through any new editions

of the code before issue which will impact the overall review timetable. Therefore, the TASCC Review Group suggested extending the review to February 2021 (instead of February 2020). This gives UKAS time to review the revised code and it would also be in line with other AIC schemes.

E-cert: an auditor's perspective



My name is Matt Masters, I have been a TASCC auditor for the past four years and over this period the way that we complete audits has changed greatly.

Originally, when I started auditing, we had to handwrite assessments which was time consuming to say the least. Fast forward with the

introduction last July of E-cert which allows audits to be carried out electronically, I find the system quicker and more efficient.

When I have explained to clients during the opening meeting what I am doing they have been very excited at the prospect of being able to access their reports electronically.



TASCC – top action points by sector

General

Clause No.	Clause wording	Times raised out of 1081 action points	%
G19.2kMi	Designated person must complete relevant i-learning modules or equivalent	331	30.6
G21.1Mi	Participant must carry out an internal audit	128	11.8
G3.1Mi	Documented Management Review	125	11.5
G2.2a	The Participant must have a signed and dated policy statement committing the Participant to supplying safe and legal food/feed in compliance with this Code of Practice	46	4.2
G18.2	The HACCP study must be reviewed at least annually and when there are significant changes to the business	35	3.2

Haulage

Clause No.	Clause wording	Times raised out of 717 minor action points	%
H13.1dMi	Generic terms (e.g. biomass, fertiliser, ash, stone or dust) must not be used and descriptions must be as detailed as is necessary to accurately identify the goods	62	8.64
H2.1gMi	Vehicle available for inspection	36	5.02
H2.5aMi	All vehicles, their load carrying areas and equipment (see H2.1), must be cleaned routinely and sanitised at least every six weeks	31	4.32
H2.1gMi	It is a requirement at audit for Hauliers to make available a TASCC Registered vehicle for inspection	28	3.90
H9.1Mi	Generic terms must not be used for previous loads	26	3.62

Merchant

Clause No.	Clause wording	Times raised out of 8 minor action points	%
M23.1g	Traceability must be tested at least annually for adequacy. Records of tests must be kept and any corrective actions that arise must be implemented and recorded	2	25

Storage

Clause No.	Clause wording	Times raised out of 330 minor action points	%
S18.1cMi	All bait stations must be fixed securely	20	6.06
S3.2aMi	The store must protect the materials from damage, deterioration and contamination	16	4.84
S21.1hMi	Contact details of LA; DEFRA; FSA; AIC & CB must be documented	13	3.93
S21.1aMi	There must be a written recall procedure which is capable of being put into operation at any time, inside or outside normal working hours	11	3.33
S7.1dMi	Signs relating to eating, drinking & smoking must be sited to be easily seen prior to entry	10	3.03



Testing

Clause No.	Clause wording	Times raised out of 57 minor action points	%
T5.2Mi	All permanent staff must complete the relevant AHDB Cereals & Oilseed on line training module	17	29.82
T11.1bMi	Checks carried out daily when testing being done and only commence after IQC	8	14.03
T12.3b	Appropriate corrective actions must be implemented and recorded typically when z– scores exceeding 2 are reported or when adverse trends are observed	5	8.77

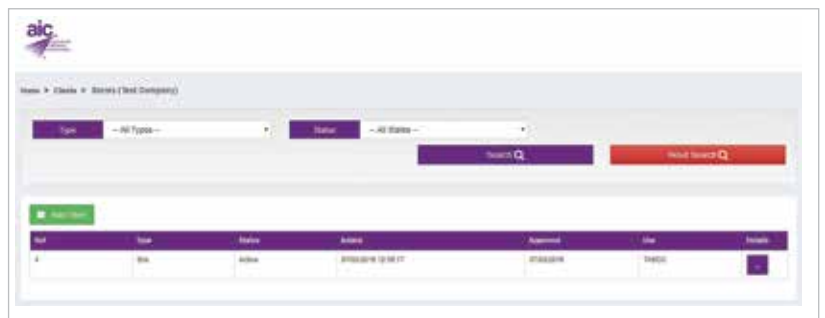
New features on Trade Assurance Portal

AIC storage inventory

A new addition to the AIC Trade Assurance Portal can be used by TASCC Participants to manage their store inventories. The portal is quick and easy to use.

Stores can be added for quick and easy approval by the certification body Kiwa. Information to be included is:

- Usage
- Type of store (Flat, Silo etc)



Store Inventory

Participants can add or remove stores on their online inventory, simultaneously notifying the certification body about the changes for their approval. This helps both with the management of their own business as well as at audit.

[Click Here](#)



- Previous use
- Flooring
- Documents and pictures can be included

Once a store is approved on the system, the inventory can be used to record usage and cleaning records.

AIC vehicle inventory

The vehicle inventory is a FREE service for AIC Trade Assurance Participants. Additions and removal of vehicles can be done securely and quickly. Records are linked directly to the certification body, Kiwa.

Vehicles can be added onto your individual portal page.

The addition of each vehicle is done in stages:

Vehicle Inventory



Participants can add or remove vehicles on their online vehicle inventory, simultaneously notifying the certification body about the changes for their approval. This helps both with the management of their own business as well as at audit.

[Click Here](#)

1. Select the type of vehicle (Rigid/Trailer)
2. Input chassis number/registration plate
3. Site (if multiple sites)
4. Vehicle use (TASCC/FIAS/ Non TASCC)

Documents for proof of purchase, whether that's a new purchase invoice or second-hand declaration must also be added into the portal.

Once complete these are directly fed to the Kiwa office for approval.





Driver CPC training

September sees the deadline for many drivers completing the current round of Driver CPC Training.

Therefore there is no better time to plan Driver CPC Training which should be interesting and relevant to the driver's day to day operations within the agrisupply industry.

It is better to plan to complete Driver CPC training annually, rather than a rush at the end of the main five year period. This enables

courses to be provided at a time to suit business needs rather than near to the September deadline when many transport companies are chasing for course places.

MDM Driver Training are one of a few training providers offering both TASC & FIAS modules which are approved by JAUPT. Choosing a Driver CPC TASC – recognised course is a better use of drivers' valuable time as it meets both TASC training and drivers CPC requirements.

For further information on courses run by MDM and other CPC providers, visit the AIC website www.agindustries.org.uk/transport/training/

Red Tractor – update rules on Contract Farming

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/2COsize4>

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.

The new rules will ensure that only assured farms are on the Red Tractor website as from November 2019.

The TASC Review Group will be looking at issuing new requirements by the end of 2019 to reflect this change in the Red Tractor standards. In the meantime, if you have any issues with non-assured farms, then please contact Garry Rudd at AIC or Red Tractor with the names and addresses of the farms.



Incinerator ashes – update

There has been a call for further clarity to the status of ashes used as fertiliser.

At the moment only Fibrophos (which is produced using fly ash from animal incinerators) can be carried by TASC hauliers.

However, and to add to the confusion, all Fibrophos from the Thetford plant remains NON-TASC. 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.



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