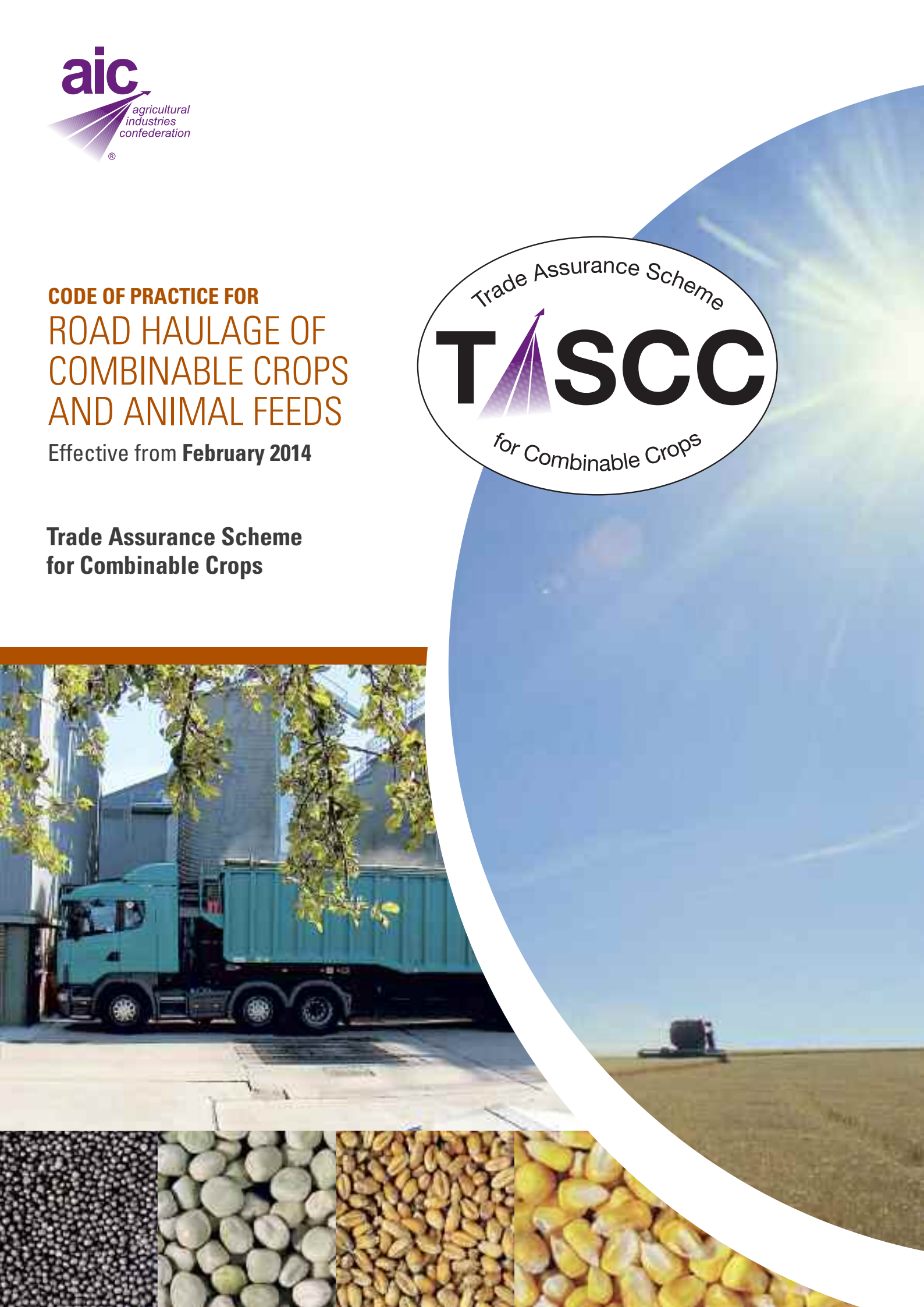




**CODE OF PRACTICE FOR
ROAD HAULAGE OF
COMBINABLE CROPS
AND ANIMAL FEEDS**

Effective from **February 2014**

**Trade Assurance Scheme
for Combinable Crops**





CODE OF PRACTICE FOR ROAD HAULAGE OF COMBINABLE CROPS AND ANIMAL FEEDS

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		<p>Note: Requirements in <i>bold italics</i> are considered critical to food/feed safety. Non-conformances against these requirements will result in suspension from the scheme until rectified.</p> <p>An R in the text indicates the areas where there is a need to keep a record.</p> <p>This code quotes the relevant English legislation. In other parts of the United Kingdom the appropriate devolved legislation will be relevant.</p>	



A: INTRODUCTION

This code of practice aims to combine food/feed safety legal requirements with recognised industry good practice and specific customer requirements to provide confidence in the food/feed chain. TASCC participants must read this code of practice in conjunction with the TASCC Scheme Rules.

	REQUIREMENT	TASCC GUIDANCE
A1	<p>The haulier must demonstrate the actions taken to transport goods in accordance with food/feed safety legislation and customer requirements.</p>	<p>See Appendix 6 for guidance on implementing HACCP pre-requisites and Appendix 5 for relevant legislation.</p> <p>Auditors will expect haulier to demonstrate how specific customer requirements are understood.</p>
A2	<p>This code of practice comprises a set of minimum standards to ensure food/feed safety which hauliers must achieve when handling and transporting the following categories of goods. The list is not exhaustive but includes:</p> <ul style="list-style-type: none"> • All combinable crops, e.g. grain, pulses (peas and beans) and oilseeds (rapeseed and linseed), as-grown cereal seeds and herbage seeds (grass, clover, etc.), maize pulse seeds and oilseeds for seed processing • Feed Materials, Compounds & Additives (raw materials, straight feeds, compound feeds & feed additives) as defined under the Feedingstuffs (England) Regulations 2010. <p>Vehicles must be operated in accordance with this code of practice at all times within the UK and abroad.</p>	<p>This code of practice covers all goods whether home produced or imported, assured or non-assured. This includes goods, which are, or may be, intended for human consumption after processing or which are intended to enter the food chain either for direct feeding to livestock or for incorporation into animal feedingstuffs.</p> <p>Refer to the TASCC Scheme Rules for participant requirements and scheme regulations.</p>
A3 DEFINITIONS	<p>For a list of definitions as applied to the TASCC codes of practice, please see Appendix 8.</p>	<p>Another source of important information on participant requirements and scheme regulations is the TASCC Scheme Rules.</p>



REQUIREMENT	TASCC GUIDANCE
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A4 HAULIER ELIGIBILITY

UPDATED

This code applies to all loads of goods carried by road transport and covers bulk tipping, bulk blowing, flat-bed, walking-floor and bulk tanker vehicles.

Farmers, who are approved by the following schemes, are permitted to carry their own goods to a merchant’s store, or end-user, on their own agricultural vehicles;

- Red Tractor Farm Assurance Crops
- Scottish Quality Crop Scheme
- Irish Grain Assurance Scheme
- Northern Ireland Farm Quality Assured Cereals Scheme
- Similar approved scheme recognised by AIC (see www.agindustries.org.uk)

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B: STATUTORY REQUIREMENTS

This section outlines the main legal food/feed safety requirements for a food/feed haulage business.

REQUIREMENT	TASCC GUIDANCE
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B1

R The haulier must at all times exercise due diligence in the care of the goods and be conversant with and observe all relevant legislation (e.g. relevant operator’s licence).

This code aims to provide suitable methods to show due diligence. The person responsible must have a practical understanding of the controls needed to keep transported goods in a safe condition including legal requirements.

Requirements, relevant to haulage, need to be copied to and understood by all drivers. This may be incorporated into the business’s own procedures and policies manual.

A list of the main items of relevant food and feed safety legislation appears in Appendix 5.



	REQUIREMENT	TASCC GUIDANCE
B2 REGISTRATION OF HAULIERS TRANSPORTING FOOD FOR HUMAN CONSUMPTION		
UPDATED	<p>R Hauliers must apply to the competent authority, and receive confirmation of receipt, to register their premises if they are transporting materials which may be destined for human consumption in accordance with the requirements of the Food Hygiene Regulation 2004, (EC No. 852/2004), and any subsequent amendments or regulations.</p>	<p>If rejected materials or screenings may be diverted for use in animal feed, registration under the Feed Hygiene Regulation will also be necessary (See B3)</p> <p>Authorities vary around the UK in how they deal with applications. For details in your area, contact your local council.</p>
B3 REGISTRATION OF HAULIERS TRANSPORTING FEED FOR FOOD PRODUCING ANIMALS		
UPDATED	<p>R Hauliers must apply to the competent authority, and receive confirmation of receipt, to register their premises if they are transporting materials which may be destined for food producing animals in accordance with the requirements of the Feed Hygiene Regulation 2005, (EC No. 183/2005), and any subsequent amendments or regulations.</p>	<p>Feed materials for equines (horses, etc.) are covered by this legislation as they are defined as food producing animals.</p> <p>Bulk pet food has extra associated hazards see C1 (e.g. could contain processed animal proteins).</p> <p>Authorities vary around the UK in how they deal with applications. For details in your area, contact your local council or Trading Standards.</p>
B4 REGISTRATION OF HAULIERS UNDER TSE REGULATIONS		
UPDATED	<p>R Hauliers must note that under the Transmissible Spongiform Encephalopathies Regulations 2010 registration with Defra is required for haulage of bulk animal-derived dicalcium phosphate and hydrolysed protein.</p> <p>The haulier must maintain records of registration with Defra. (For contact details see Appendix 5). www.vla.defra.gov.uk.</p> <p>Category 1 and 2 and some Category 3 goods must not be carried by a TASCC participant on TASCC Vehicles.</p>	<p>Carriage of some Category 3 materials needs to be registered to TSE. Please check Exclusion/Sensitive list for details.</p> <p>Authorities vary around the UK in how they deal with applications. For details in your area, contact your local council or Trading Standards.</p>
B5 CODE OF PRACTICE FOR THE CONTROL OF SALMONELLA		
	<p>Hauliers must comply with in full the current transport requirements of the current Defra Code of Practice for the Control of Salmonella.</p> <p>The haulier must demonstrate access to the code.</p>	<p>The code is available on the Defra website, and a link can be found in the TASCC section of the AIC website www.agindustries.org.uk.</p>



	REQUIREMENT	TASCC GUIDANCE
B6	<p>Where notifiable disease restrictions are in force, e.g. avian influenza, foot and mouth disease, fowl pest (Newcastle disease), swine fever, etc, Defra or other regulatory authorities' orders must be obeyed at all times. If a driver discovers that there is an outbreak he/she must seek advice from the company before entering the farm/site. This is essential and must be understood by all drivers.</p>	<p>AIC have written a Feed Delivery to Livestock Farms Biosecurity Protocol outlining steps necessary during a notifiable disease outbreak. This is available from the Trade Assurance publications page of the AIC website.</p>

C: HAZARD ANALYSIS CRITICAL CONTROL POINT (HACCP)

This section outlines the requirement to understand the food/ feed safety hazards associated with goods/materials carried.

	REQUIREMENT	TASCC GUIDANCE
C1	<p>R A formal food/feed safety HACCP must be carried out with the aim of identifying and controlling any hazards that might adversely affect the integrity of assured materials. HACCPs must be carried out in accordance with recognised HACCP principles as summarised below and detailed in Appendix 6:</p> <ul style="list-style-type: none"> • establish a HACCP team • define process steps • carry out hazard analysis • establish critical limits • identify Critical Control Points • implement control measures • establish corrective actions • carry out review and internal audits. 	<p>Article 6 of the Feed Hygiene Regulation (183/2005) states:</p> <p>“Feed business operators carrying out operations other than those referred to in Article 5(1) shall put in place, implement and maintain, a permanent written procedure or procedures based on the HACCP principles.”</p> <p>A similar requirement exists in the Food Hygiene Regulation (852/2004)</p> <p>See Appendix 6 for further guidance on implementing HACCP requirements.</p>



D: HAULAGE OPERATIONS

This section outlines the requirements to operate a haulage business with respect to food/feed safety.

REQUIREMENT	TASCC GUIDANCE
D1 GENERAL HAULAGE STANDARDS	
<p>All bulk tipping vehicles and trailers must be fitted with a sheeting system.</p> <p>Where required, bulk tipper vehicles must be equipped with a sock at the grain hatch, or some other form of dust suppression equipment.</p>	<p>Most delivery and collection sites will require that the sheeting system can be operated from ground level or from a safe platform which is accessed by a fixed ladder.</p> <p>For bulk blowers and pressurised tankers see section D15.</p>
D2 TRAILER/TANKER IDENTIFICATION	
<p>UPDATED</p> <p>All bulk/tank-trailer/rigid vehicles must be uniquely numbered or lettered, but must include the participants TASCC number, for identification purposes and linked to chassis number.</p> <p>This is also applicable to Wholly Contracted Hauliers and hired trailers who operate under the TASCC participants membership number.</p> <p>Whatever the method of identification it must appear on both sides and the rear of the Trailer/Tankers and be clearly visible from a distance.</p> <p>This trailer/vehicle identification must be used on all relevant paperwork.</p>	<p>For example, the identification mark has to be capable of being seen by the weighbridge operator for the purposes of traceability. Recommended size is no smaller than number-plate lettering and in a durable form that will not be damaged or erased by normal operations or cleaning.</p>
D3 VEHICLE AND TRAILER INVENTORY	
<p>UPDATED</p> <p>R When a second hand, new or hired trailer or rigid vehicle or a Wholly Contracted Haulier has been added to the Hauliers fleet, the Haulier must inform KIWA PAI either by fax, letter or email (see Guidance) with details of the trailer/vehicle before use.</p> <p>Hauliers must maintain an inventory of vehicles/trailers owned or operated (including acquired second hand bulk vehicles or trailers), hired or leased detailing the registration number, type and use, the ID Number, chassis number, date of purchase or hire and the date of disposal or removal from the scheme.</p> <p>R</p> <p>All new and second hand trailers must be assigned a unique number (ie one not previously used) which is clearly marked on the trailer and recorded in the inventory. Pre-existing numbers must be removed from Second Hand Trailers.</p>	<p>KIWA PAI, The Inspire, Hornbeam Park, Harrogate HG2 8PA Email: enquiries@thepaigroup.com Tel: 01423 878878 Fax: 01423 878870</p> <p>This trailer ID only applies to TASCC approved trailers.</p> <p>Templates are found on the AIC website and KIWA PAI will confirm receipt.</p> <p>UFAS participants should also follow this requirement with respect to their own haulage.</p>



	REQUIREMENT	TASCC GUIDANCE
D3 VEHICLE AND TRAILER INVENTORY (continued)		
UPDATED	<p>This inventory must be kept up-to date, must be complete and include vehicles and trailers (including Wholly Contracted Hauliers – see section F) used for TASCC and non-TASCC work. For rigid units, a list detailing registration numbers is sufficient.</p> <p>R For second hand and hired trailers and vehicles, this information must contain:</p> <ul style="list-style-type: none"> • a declaration from the previous operator that no materials on the current AIC Haulage Exclusion list have been carried • Three previous loads • Chassis number <p>For new trailers and vehicles, see D5.</p> <p>R Participant must retain confirmation from KIWA PAI regarding approval of new trailer/vehicle.</p>	
D4 EVIDENCE OF PREVIOUS LOADS		
UPDATED	<p>R At delivery/collection points, drivers must be able to show evidence of the current load and three previous loads carried on bulk vehicles together with the cleaning or disinfecting or inspecting operations relating to each load. The vehicles must be inspected and seen to be visually clean by both the person responsible for loading and the driver.</p> <p>Where a vehicle has several compartments, the current load and previous three loads for each compartment must be declared.</p> <p>Generic terms (e.g. biomass, stone or dust) must not be used and descriptions should be as detailed as is necessary to accurately identify the product.</p>	<p>Evidence of three previous loads can be on collection/delivery tickets, passports, load sheets, vehicle diaries but cannot be by word of mouth. It must be recorded.</p> <p>The most recent (last) load carried is normally regarded as No. 1. This is the industry standard and the established method of inspection.</p>
D5 NEW RIGID VEHICLES AND TRAILERS		
R	<p>If the haulier acquires or proposes to use new rigid vehicles or trailers for carrying any goods covered by this code the haulier must ensure that before use the vehicle and load sheet are thoroughly pressure cleaned and disinfected in accordance with the manufacturers of food grade disinfectants recommendations and inspected by a responsible person, who confirms that the vehicle is clean and satisfactory for use. Proof of appropriate cleaning and inspection must be kept for audit.</p>	<p>Clean and Satisfactory for use means removal of fragments of swarf, weld etc.</p>



	REQUIREMENT	TASCC GUIDANCE
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D6 HIRED AND SECOND HAND VEHICLES AND TRAILERS

UPDATED

R Hauliers wishing to hire or purchase second hand rigid vehicles or trailers for carrying any goods covered by the TASCC code that have been operated prior to 1st July 2010 must have, as a minimum, a signed declaration from the previous operator that no materials on the current AIC Haulage Exclusion List have been carried and detailing the last three loads.

Before hiring or purchasing second hand rigid vehicles or trailers for carrying any goods covered by the TASCC code, the haulier must have as a minimum

- a signed declaration from the previous operator/s after 1st July 2010 that no materials on the current AIC Haulage Exclusion List (see Appendix 1) have been carried

R • details of the last three loads carried
 • cleaning and disinfecting operations relating to these loads.

R Before using any rigid vehicle or trailer the load sheet must be thoroughly pressure cleaned and disinfected in accordance with the manufacturer of food grade disinfectants recommendations and inspected by the haulier, or other responsible person, who confirm that the vehicle is clean and satisfactory for use. Proof of appropriate cleaning and inspection must be kept for audit.

The signed declaration from a commercial garage will not be sufficient.

Hauliers hiring/buying trailers from non TASCC companies will need to demonstrate additional care to ensure that all records are available. To demonstrate full compliance with this clause, the company should have records available before they hire or sell the trailer to the TASCC participant

In order to hire or sell second hand trailers and rigid vehicles to TASCC Scheme participants, the company can become a participant and comply with the AIC Hire and 2nd Hand Trailer Company Appendix on the AIC website – www.agindustries.org.uk.

The signed declaration became a TASCC Code requirement in July 2006.

D7 TRAILER COMPARTMENT IDENTIFICATION

R Bulk vehicle and trailer compartments will be specified in loading instructions as being numbered from the cab unless otherwise documented.

A clear means of identifying the compartments, whether a paper record, physical identification or other means is only needed if the convention of nearest cab = 1 is not followed.

Design of vehicle compartments and blowing/conveying equipment should aim to reduce the possibility of residues and hence contamination.

D8 WALKING ON LOADS

Drivers must not walk on their loads. However, if this is absolutely necessary they must be suitably attired to prevent any goods being infected or contaminated.

Walking on the load should only be done in extreme circumstances where it is unavoidable. Drivers must be aware of the potential risks to food/feed safety. Some site procedures will ban walking on loads.



	REQUIREMENT	TASCC GUIDANCE
D9 SHEETED LOADS		
UPDATED	<p>R Trailers or rigid vehicles carrying goods specified in section A2 must be kept sheeted/covered at all times except when loading or sampling is taking place.</p> <p>Hauliers can operate unsheeted bulk vehicles whilst carrying some products. Examples include:</p> <ul style="list-style-type: none"> • root crops • fruit • sugar beet (when the factory may reject if the vehicle arrives sheeted) • peat • Untreated wood chip (when the load may be netted rather than sheeted due to volume/weight) 	<p>This is best practice. However, due to company policy or infrastructure, it may not be possible to fully implement this requirement at some delivery sites.</p> <p>After using unsheeted trailers, customers may require additional cleaning/sanitising as per Appendix 2 Sensitive list.</p>
D10 COLLECTION		
D10.1 UPDATED	<p>R At the collection loading point, the driver must:</p> <ul style="list-style-type: none"> • Supply a collection note including references containing sufficient information to identify, as appropriate, the type, grade and quantity of material to be loaded • Receive instructions on where the vehicle is to be loaded • Ensure the vehicle is loaded correctly and safely • Sheet and secure the vehicle to protect the load. • Sign for the receipt of the goods loaded and weighed (where appropriate) • Collect any relevant documents e.g. Combinable Crops Passport (Grain Passport), animal feed statutory statement. <p>Hauliers must provide a secure system under which drivers absent from base can present valid collection notes bearing collection references. All collection and delivery notes must give the full details of the goods carried.</p>	<p>Drivers presenting a dirty vehicle with incomplete or incorrectly completed paperwork are likely to be rejected.</p> <p>‘Correctly and safely’ means with due regard for the safety of the goods.</p> <p>A secure system means a system whether hard copy or electronic that provides the required amount of information to correctly identify the goods and give assurance that the collection has been approved.</p>
D10.2	<p>Arable crop collections from assured farms</p> <p>Drivers are required to sign the cleanliness declaration of the passport only. Drivers must not sign the pesticide section of the Combinable Crops Passport (Grain Passport) themselves or attach farm assurance/TASCC stickers to the passport.</p>	<p>See appendix 9. Incomplete or incorrectly completed passports may lead to rejections and delays at delivery destinations.</p> <p>Where the driver is also the owner/grower of the crops, it is acceptable for all sections to be completed by the driver.</p>



	REQUIREMENT	TASCC GUIDANCE
D10.3	<p>If the bulk vehicle is divided into compartments then:</p> <ul style="list-style-type: none"> • The compartments must be checked to ensure that there is no leakage between compartments • The vehicle must be loaded in such a way that goods cannot leak over the top of the compartment divisions during transport or when the vehicle is tipped up to unload. Where the loading point instruct that compartments must be loaded in a particular sequence, drivers must follow the instructions and ask for guidance if they are unclear. 	
D10.4	<p>In case of any difficulties or doubts about the goods, the quantity or the condition that cannot be resolved at the collection point, the driver must notify the owner of the goods and/or the haulier before loading and seek further instructions.</p>	<p>It is essential that if there are any problems or queries that are apparent to the driver, the driver must make these known immediately and follow instructions.</p>
D11 TRANSPORTATION		
D11.1	<p>When it is necessary to park or leave a loaded vehicle unattended, the haulier/driver must take all reasonable precautions to ensure that the load is protected from deliberate or accidental contamination or damage.</p>	<p>Vehicles should be routed directly from the collection point to the delivery point. Hauliers should provide drivers with a list of checks to be made on the vehicle before leaving and returning to it. There should also be clear guidance of emergency out of office hours contact numbers.</p>
D11.2 UPDATED	<p>R If any incident (accident, etc.) occurs during loading, transport or delivery which could result in contamination or loss of the goods, the circumstances must be reported to the owner of the goods, and delivery must not proceed until clearance has been given by the owner of the goods.</p> <p>R If any such incident does occur then the owner of the goods must confirm what actions to take – if the owner of the goods is unwilling to confirm this then the haulier must at least be able to prove that the owner of the goods has been informed of the problem.</p>	
D12 DELIVERY		
D12.1	<p>Where samples are required, they must be taken before off-loading commences except for some liquids, moist co-products and bags where special sampling arrangements may apply.</p>	
D12.2	<p>Drivers must attend their vehicles while unloading.</p>	<p>Attend means to stay in charge of their vehicle.</p>



	REQUIREMENT	TASCC GUIDANCE
D12.3	<p>R If there are any excess bulk goods left on the vehicle due to the bulk facility being full, this must not be put into any other bulk facility unless directed by the recipient. If this occurs, the driver must note it on the receipt note which will be returned to the owner of the goods and the delivery note left with the recipient.</p>	<p>Drivers should seek instructions and not make these decisions on their own.</p>
D12.4	<p>R If any goods are spilled during unloading the approximate quantity of the spillage must be noted by the driver. This estimated quantity should be noted both on the receipt note to be returned to the owner of the goods and on the delivery note left with the recipient.</p>	
D12.5	<p>R If any goods cannot be unloaded and are returned or re-routed, the driver must record the destination of the goods.</p>	
D12.6	<p>Delivery to non farm premises</p> <p>On arrival at the delivery destination drivers must:</p> <ul style="list-style-type: none"> • Report to the weighbridge or other site-designated point, handing over the delivery note or Combinable Crops Passport for the load and evidence of the vehicle’s three previous loads/cleaning records • Under no circumstances discharge their load before the documentation has been checked, sampling completed and the vehicle weighed (where appropriate) • Obtain instructions identifying where to unload. Drivers should only discharge bulk materials in a designated area, as instructed by intake staff, and should ensure that they leave the intake area in an acceptable and clean state <p>R • Obtain copies of signed receipt notes and weighbridge ticket if applicable.</p>	<p>A signed weighbridge ticket is accepted in lieu of a receipt note. If drivers are unsure about where to unload and cannot obtain advice at the destination, they should contact the company and not commence unloading until they have had instructions that identify the correct facility into which to unload.</p>
D12.7 UPDATED	<p>Deliveries to farm</p> <p>R When present, the farmer or farm employee must sign for the receipt of goods. Otherwise the driver must sign the receipt/delivery note ticket stating the time and date.</p> <p>If drivers are unsure about where to unload and cannot obtain advice at the destination, they must contact the company and not commence unloading until they have had instructions that identify the correct facility into which to unload.</p>	<p>See also the AIC Feed Delivery to Livestock Farms Biosecurity Protocol on the AIC website.</p>



	REQUIREMENT	TASCC GUIDANCE
D13 WEIGHBRIDGES		
UPDATED	<p>Where the goods are weighed at either the collection or delivery points, the driver must:</p> <ul style="list-style-type: none"> • Position vehicle correctly on the weighbridge • Ensure that the gross, tare and net weights or other measurements/ calculations agree with the amount ordered and the tare is accurate • Clear any significant quantity of water, snow, etc. from the sheet before weighing and seek guidance from the delivery point • Draw the attention of the weighbridge operator to the presence of any passengers and follow instructions • Tare vehicle before loading or leaving • Sign weighbridge tickets. <p>R Where a loss greater than 150kg occurs between the collected and delivered weight of a bulk load, the driver must report the loss to the haulier/ company so that an investigation can take place.</p>	<p>Drivers must make every effort to ensure that weights are accurate by eliminating any sources of error.</p>
D14 COMBINABLE CROP PASSPORTS (GRAIN PASSPORTS)		
D14.1 UPDATED	<p>When collecting crops the driver must obtain a completed and signed passport together with a farm assurance/TASCC sticker (if applicable) from the farmer/ storekeeper at the point of loading. The passport must accompany the load to the point of delivery and any load that arrives at its destination/delivery point without a fully completed passport will not be accepted.</p> <p>The passport includes a declaration that the vehicle has been inspected and found to be visually clean by both the person responsible for loading and the driver.</p> <p>It is the driver's responsibility to ensure that the vehicle does not leave the collection point until a completed and signed passport has been obtained. Drivers must ensure that sections 2 and 3 of the grain passport have been completed and signed.</p> <p>Imported combinable crops must have a passport unless instructed by the customer.</p>	<p>A passport contains details of the vehicle/trailer number, the goods carried, a declaration of post harvest pesticides applied, a cleanliness declaration from the grower/storekeeper and the driver and a record of whether the crop is assured or not.</p> <p>Mycotoxins: drivers should check that the mycotoxin section of the Combinable crop passports (Grain Passports) has been completed by the grower/storekeeper to avoid delays at intake.</p> <p>A mycotoxin HACCP for wheat deliveries to food processors is a year round requirement, and testing outside the immediate post harvest period may vary across different processing sectors. To avoid doubt as to what is required contact your customer to check actual requirements.</p> <p>Requirements of the completion of section 8 (RED) may vary.</p>
D14.2	<p>Drivers are required to sign the cleanliness declaration of the passport only and under no circumstances should drivers sign the pesticide section of the Combinable Crops Passport (Grain Passport) themselves or attach farm assurance/ TASCC stickers to the passport.</p>	



REQUIREMENT		TASCC GUIDANCE
D15 BULK BLOWERS AND BULK PRESSURE TANKERS CARRYING LIQUIDS AND POWDERS		
D15.1	R Liquid or dry materials must be cleaned from the upper sides of the tank interior, from all surfaces including interior ladders, seals, crevices and under fluidising pads.	
D15.2	R Special attention must be paid to the cleaning of hoses for both dry and liquid materials. Details of cleaning must be specifically noted in cleaning records. Blower unit outlet pipes must always be capped when not in use. All hoses must be stored on the vehicle so that they are kept as free as possible from contamination from road spray.	
D15.3	Drivers must only couple up to the fixed intake pipes and only load/discharge when instructed by site personnel. Drivers must remain in the vicinity of the vehicle at all times during the discharge of their load.	
D15.4	If bulk tankers carrying dry goods have been washed out they must be thoroughly dry before loading.	
D15 FATS AND OILS		
D15.5	Vehicles used for the conveyance of bulk fats and oils must conform to the SCOPA Code of Practice for the Transport of Edible Oils for the carriage of animal feed fat, or the Feed Fat Association Regulations.	<p>If the HACCP dictates, tankers must be cleaned and disinfected more frequently than the 6 week minimum.</p> <p>The Carriage of Oils and Fats includes a protocol for preventing contamination during the transport of oils in bulk. This protocol includes the FOSFA lists of banned and acceptable previous cargoes. The lists of Banned Immediate Previous Cargoes and Acceptable Previous Cargoes are available via the FOSFA website: www.fosfa.org</p> <p>For the carriage of used cooking oils, go to the Animal Health website (see below). http://animalhealth.defra.gov.uk/managing-disease/animalbyproducts/food-and-feed-businesses/use-of-oils-and-fats-in-farm-animal-feed.htm</p>
D15.6	R Where mill sampling of oils/fats tankers discloses that "free" water may be present at the bottom of the tank, drivers must co-operate in draining off into drums/ receptacles before discharge commences. The weight of any water drained off must be recorded on the weighbridge ticket.	



	REQUIREMENT	TASCC GUIDANCE
D15 LIQUIDS OTHER THAN FATS AND OILS		
D15.7	<p>R Vehicles and demountable containers used for the transport of bulk liquid animal feed materials must be assessed for the likelihood of microbial or chemical contamination as well as oxidation potential. Where appropriate, vehicles/containers must be cleaned between loads.</p>	
D15 DRY GOODS		
D15.8	<p>R Where tankers have been washed out, they must be thoroughly dried, inspected and shown to be dry before loading dry goods.</p>	
D15.9	<p>Drivers must remain in the vicinity of the vehicle at all times during loading and discharge and must also be aware of dust emissions from filters, pipes and hoses, or from the operation of silo pressure relief valves. They must monitor silo level indicators to avoid overfilling and any resulting escape of dust.</p>	
D15.10	<p>Care must be taken when blowing off powder tankers to avoid excess pressure at the end of the blow in order to avoid over-pressure in silos. Where any of these events occur drivers must stop discharge immediately and refer to site personnel.</p>	
D16 PACKAGED GOODS		
D16.1	<p>Damaged or leaking packages or other containers must not be loaded.</p>	
D16.2	<p>Packaged goods must not be loaded on pallets or directly into a vehicle in a manner that is likely to cause damage, breakage or contamination during loading, transport or unloading. Particular care must be taken where a mixed load contains strong smelling products such as fishmeal.</p>	
D16.3 UPDATED	<p>R Bagged Feed Materials, Compounds & Additives (raw materials, straight feeds, compound feeds & feed additives) must not be unloaded at the destination if they are thought to have become contaminated during loading, transport or delivery. In this event the driver must report the incident to the company which contracted the transport and receive instructions.</p> <p>The driver must report such contamination immediately on discovery.</p> <p>Record of reporting and confirmation of action taken must be available. Typically detailed on collection/ delivery paperwork.</p>	



	REQUIREMENT	TASCC GUIDANCE
D16.4	<p>R If minor damage to the packaged goods takes place, not resulting in contamination, and the recipient accepts delivery of the goods in damaged bags, the driver must record the amount of damage and report to the owner of the goods.</p>	
D16.5	<p>R Records of the three previous loads are not required where vehicles carry packaged goods.</p> <p>Where vehicles carry both bulk and packaged goods (e.g. walking floors, folding sides, etc) all loads must be recorded and the three previous loads provided at collection/delivery points.</p>	

E: VEHICLE HYGIENE

This section outlines the requirement to keep TASCC vehicles clean.

	REQUIREMENT	TASCC GUIDANCE
E1 GENERAL		
E1.1 UPDATED	<p>The Haulier must demonstrate a clear understanding that the goods they carry are food/feed products and subject to the General Food Hygiene Requirements (EC178/2002), irrespective of whether they are destined for food or feed grade at this stage. Individuals must be able to explain the measures they take to prevent contamination of the goods.</p> <p>Hauliers/drivers must be aware that Food and Feed legislation requires that any surface that comes into contact with food must be clean. Surfaces include the load-carrying interior of bulk vehicles/ tankers and the following:</p> <ul style="list-style-type: none"> • Grain socks • Vehicle sheets • Augers • Blower units and discharge pipes 	Hauliers will be required to have a vehicle/trailer available for inspection at the annual audit.
E1.2 UPDATED	<p>R Vehicles, equipment and load carrying areas must be inspected before loading and if necessary, cleaned and allowed to dry internally to remove any dust accumulations.</p> <p>The driver and the loading operator must complete the inspection section of the combinable crops passport when making a crop collection from a farm. A record is to be made when the vehicle has been inspected even if cleaning is not required.</p>	
E1.3 UPDATED	<p>R Exteriors of all vehicles must not represent a contamination risk when presented for the carriage of goods. To ensure this, vehicles must be cleaned routinely depending on HACCP and road conditions.</p>	It is important that the vehicles are kept suitably clean, even on the outside, as they are interfacing with food/feed processors and therefore can present a source of contamination. Hauliers should note that dirty vehicles may not be loaded.



		REQUIREMENT	TASCC GUIDANCE
E1.4 UPDATED	R	<p>All bulk vehicles and tankers, their load carrying areas and equipment (see E.1.1), must be cleaned routinely and disinfected at least every six weeks, or as required by Appendix 2 (refer to E.1.1). Alternatively, the frequency of cleaning and disinfecting can be determined by implementing a fully documented HACCP. (See Appendix 3 for addresses of Manufacturers of food grade disinfectants).</p> <p>Inactive periods must be recorded, and the vehicle must be cleaned and disinfected prior to next use. Cleaning must be carried out before disinfecting.</p>	<p>See Appendix 3 for guidance on appropriate cleaning chemicals. The haulier should be able to demonstrate that the product is suitable, using the container label, product data sheet or other information from the supplier. Where a vehicle is not being used it is not necessary to clean and disinfect every 6 weeks.</p> <p>Customers may require a disinfecting of the trailers before loading certain products (e.g. Heat treated feed). See the Appendix 2 for further details.</p>
	E2 HAULAGE EXCLUSION LIST		
		<p><i>No vehicle or trailer that has carried material shown in the AIC Haulage Exclusion List (Appendix 1) shall be presented for the carriage of goods.</i></p>	<p>If a TASCC participant has any doubts over an unfamiliar product before loading, they must obtain a product data sheet and fax it to AIC on 01733 385270 or call the AIC Trade Assurance helpline on 08703000532 for further clarification and advice.</p>
E3 HAULAGE CONTAMINANT SENSITIVE LIST			
UPDATED	R	<p>All vehicle, trailers and drivers must comply with the AIC Haulage Contaminant Sensitive List (Appendix 2), which defines the materials, after carriage of which, there must be appropriate cleaning and any disinfecting of the vehicle and its load carrying area/equipment.</p> <p>Cleaning protocols therefore vary and the haulier must be able to justify the cleaning methods selected. Before carrying materials on the AIC Haulage Contaminant Sensitive List (Appendix 2), hauliers should check with customer acceptance of the material in question.</p>	<p>Cleaning will depend on the types of materials carried and the residues remaining.</p>
E4 ENVIRONMENTAL CONSIDERATIONS			
UPDATED	R	<p>Sweepings, washings and similar residues from vehicle bodies including flat beds, bulk tippers, tankers, etc should be disposed of in the designated place at collection or delivery premises with the consent of the site supervisor. Any cleanings and residues occurring from any journey in connection with the movement of goods must be disposed of in any suitable receptacle provided or in some other environmentally and ecologically acceptable manner (ie residues must not be indiscriminately discharged).</p>	<p>Intake sites should provide a safe area to clean out trailers.</p> <p>Where these are not provided the haulier may wish to inform AIC.</p>



F: SUBCONTRACTED AND WHOLLY CONTRACTED HAULIERS

This section outlines the controls required on subcontracted and wholly contracted hauliers.

	REQUIREMENT	TASCC GUIDANCE
F1 GENERAL		
UPDATED	<p>R Where a haulier is employed by the participating company to perform a contract with its customer for the carriage of goods within the scope of this code, the participant must ensure that the haulier is either TASCC Haulage certified or equivalent (a list of recognised schemes can be found on the TASCC pages of the AIC web site), or is wholly contracted to the participant.</p> <p>Participants who employ noncertified haulage companies who are wholly contracted to them must ensure the haulier/ hauliers complete a Haulier Registration Form (Appendix 4) confirming a commitment to comply with the requirements of this code of Practice. This must be sent to KIWA PAI before use of the Wholly Contracted haulier or if there has been a change in the code of practice. Participants must also notify the Certification body when they no longer use the Wholly Contracted haulier.</p> <p>A list of Wholly Contracted Hauliers will appear on the TASCC Participants Certificate and on their section of the AIC Assurance Checker.</p> <p>R In addition the compliance of the wholly contracted haulier with this code of practice must be audited annually by the participant.</p> <p><i>If a Wholly Contracted haulier breaks the TASCC code, then the TASCC Participant will be suspended.</i></p>	<p>Wholly contracted to a participant means the haulier operates under the direct control of a TASCC certified company and does not undertake any work on his own behalf or for any other haulage company.</p> <p>From July 1st, 2010 former wholly contracted hauliers or new haulage businesses (ie one that did not exist prior to this date) can have wholly contracted status under the control of a TASCC participant only if the vehicle(s) they propose to use are either new or if previously used have detailed written evidence of previous activities which confirms that they have never carried materials on the AIC Exclusion List.</p> <p>The TASCC Certification Body shall undertake to audit one third of the TASCC Hauliers Wholly Contracted fleet at each audit. Over a three year period, all Wholly Contracted hauliers that the TASCC Haulier employs shall receive at least one audit.</p> <p>Auditing of wholly contracted hauliers can be achieved by ensuring that the principal business retains all the records relating to materials carried, cleaning between loads, operator's licence, insurance, qualifications, disinfectant used, training records, registration in accordance to the Food/Feed Hygiene Regulations etc as if they were an employed driver.</p>
F2	<p>The Haulage Subcontractor may only further sub-contract work to TASCC, UFAS and equivalent approved vehicle operators.</p> <p>Wholly Contracted Hauliers must not further subcontract work.</p>	<p>Recognised schemes can be found on the AIC website.</p>
F3	<p>R Hauliers must maintain a list of subcontractors detailing the method of approval of current audit.</p>	<p>This may be evidence of TASCC approval or audit records. The AIC Assurance Checker can, by utilising the Saved Scheme Participants feature, be used for this and is found at www.agindustries.org.uk.</p>



REQUIREMENT	TASCC GUIDANCE
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F4 CLEANING COMPANIES

<p>R Sub-contract cleaning companies must produce records that comply with this code, including evidence of the use of chemicals suitable for use on food contact surfaces.</p> <p>These records must be Vehicle & Trailer specific.</p>	<p>Product safety data sheets should be kept for all chemicals used.</p>
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G: RECORDS

This section outlines the requirements to keep adequate records for legal and assurance purposes of haulage activities.

REQUIREMENT	TASCC GUIDANCE
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G1

<p>An R in the text indicates the areas where there is a need to keep a record. A list of the records required is in Appendix 8.</p>	<p>The records listed can be in any form which allows the information to be retrieved and its authenticity verified. Examples of acceptable records would be:</p> <ul style="list-style-type: none"> • Computer records • Signed and dated entries in a store diary/daybook • Pre-printed forms
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G2

<p>Internally produced records must be signed by the person carrying out the task/activity. If records are kept on computer the "signature" may be recorded as the name of the person.</p>	<p>If access to a computer system is password controlled, a "signature" is not necessary where traceability of record creation can be demonstrated.</p>
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G3

<p>Records must be legible and kept in suitable conditions that allow ready retrieval and prevent deterioration.</p>	<p>These records will be important if enforcement authorities carry out an investigation. It is therefore important that records are accessible and kept in good condition.</p>
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G4

<p>Records must be kept for a minimum of three years, unless there are additional requirements.</p>	<p>For example training records are of value indefinitely.</p>
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H: PERSONNEL AND TRAINING

This section outlines the controls required on subcontracted and wholly contracted hauliers.

	REQUIREMENT	TASCC GUIDANCE
H1 TRAINING		
H1.1 UPDATED	<p>R All personnel, including Wholly Contracted Hauliers, must have the appropriate training, experience and/or qualifications before carrying out the TASCC work they undertake.</p>	Ensure that employees where English is not their first language are effectively trained.
H1.2 UPDATED	<p>R Training must include the following as a minimum:</p> <ul style="list-style-type: none"> • An understanding of the purpose of this code of practice • Any in house procedures implementing the detailed requirements of this code of practice (including HACCP) • The requirements of the Defra Code of Practice for the Control of Salmonella • Personal hygiene requirements • The requirements of relevant food/feed safety and hygiene legislation. • Conformance with customer site rules and hygiene requirements (e.g. no eating or smoking on site). 	
H1.3 UPDATED	<p>R Staff must receive training for all tasks that they are expected to undertake. Training and competence must be reviewed annually.</p> <p>Training records must be maintained for all relevant staff (permanent and temporary) within the business and include:</p> <ul style="list-style-type: none"> • Date • Signature and printed name of both trainer and trainee • Topics covered • Certificates (where held) obtained from internal/external training organisations <p>Training must include revisions to the Code of Practice, procedures, HACCP or relevant legislation.</p>	<p>Relevant staff means anyone who can affect food/feed safety.</p> <p>Staff included drivers and office personnel.</p>
H2 PROCEDURES AND INSTRUCTIONS		
H2.1 UPDATED	<p>R A designated person must have authority and responsibility for the implementation of the requirements of this code of practice.</p>	



	REQUIREMENT	TASCC GUIDANCE
H2.2	<p>R A designated person must ensure that all employees/contractors covered by the scope of the code of practice are provided with written instruction that confirm their duties and the procedures.</p> <p>Written instructions can take the form of a flow chart. Training to follow these work instructions must be recorded.</p>	<p>Template documents are available on the AIC website at www.agindustries.org.uk</p>

I: COMPLAINTS PROCEDURE

This section outlines the requirements to manage customer complaints effectively.

	REQUIREMENT	TASCC GUIDANCE
I1	<p>R The haulier must have a documented procedure for handling complaints. This procedure must include:</p> <ul style="list-style-type: none"> • The prompt recording and investigation of complaints • The prompt feedback to the complainant with findings • Recording of the internal actions required to prevent recurrence. <p>Actions taken must aim to resolve the root cause of a complaint to prevent its recurrence.</p>	<p>The AIC complaints template is acceptable.</p> <p>Template documents are available on the AIC website at www.agindustries.org.uk</p>

J: INSURANCE

This section outlines the requirement to have suitable insurance cover.

	REQUIREMENT	TASCC GUIDANCE
J1	<p>R Participants must maintain insurance cover.</p> <ul style="list-style-type: none"> • Public/Product liability. • Motor • Goods in transit <p>The extent of the insurance cover must correspond to the value and the nature of the materials carried and customer’s terms and conditions.</p>	<p>The TASCC participant may have appropriate means to deal with any claims that may arise as a result of liability either by self-insurance or commercial insurance. Levels of cover required will differ significantly depending on the crops and feed materials transported and the scale of the risks involved.</p> <p>The completion of the TASCC audit does not mean that a participant is insured. It is important the TASCC participant confirms with their insurance company or broker that they are fully covered. The TASCC auditor is not in a position to do this.</p>



APPENDIX :1

AIC Haulage Exclusion List

If a TASC participant has any doubts over an unfamiliar product before loading, they must obtain a product data sheet and fax it to AIC on 01733 385270 or call the AIC Trade Assurance helpline on 0870 3000532 for further clarification and advice. To be read in conjunction with the TASC Code of Practice for Road Haulage

1 BULK CARRYING VEHICLES (TIPPERS, TANKERS, WALKING FLOORS, RIGIDS AND TRAILERS ETC)

The following materials must not have been carried in vehicles used for transportation of goods covered by this Code of Practice. Hauliers must be prepared to give an undertaking to this effect if required:

MATERIAL	GUIDANCE
Category 1, 2 and 3 animal by products except processed pasteurised milk and products thereof, pasteurised egg and products thereof, animal derived dicalcium phosphate, hydrolysed proteins, fish meals, fish oils, fish protein concentrate, fish and fish by products and tallow produced in plants authorised for use into animal feed in accordance with the EU 1069/2009 Animal By-products Regulations (see appendix 2)	Excluded materials are, for example, meat and bone meal, meat meal, bone meal, blood meal, dried plasma and other blood products, hoof meal, horn meal, poultry offal meal, feather meal, dry greaves, and any other similar products, and includes mixtures, feedingstuffs, feed additives and premixes containing these products. This is not an exhaustive list.
All wastes obtained from the various phases of the urban, domestic and industrial waste water treatment process,	irrespective of any further processing of these wastes and also irrespective of the origin of the waste waters unsuitable for human consumption for reasons of freshness
Animal & poultry wastes	
Asbestos	or materials containing asbestos
Bituminous products	e.g. tar chips, tarmac planings, rag and recycled aggregates
Cereal & other seeds treated with toxic dressing	
Glass	(including cullet) and products thereof
Hide treated with tanning substances	including its waste
Livestock including poultry	also including their carcasses
Mammalian protein	Including any feed containing these materials e.g. (a) mammalian protein (including greaves), other than processed animal protein (see below), derived from the whole or part of any dead mammal by the process of rendering; or (b) any material derived from mammalian protein, and for this purpose "protein" means any proteinaceous material which is derived from a carcass but does not include milk or other milk products.
Manures, litter and composts (including Green Waste)	AIC Code of Practice for Deep Cleaning of Road Haulage Vehicles Bulk tipping vehicles which have carried manures, litters or composts but no other Exclusion List materials may be eligible to re-enter the TASC Scheme by cleaning in accordance with the above code of practice. For more details see the TASC Codes of Practice page on the AIC website, or contact KIWA PAI on 01423 878878.



MATERIAL	GUIDANCE
Mineral clays	which have been used for detoxification purposes
Old tyres	
Other products not responsive to normal detergent cleaning	
Pharmaceutical waste	
Radio-active materials	
Recycled sand	Under the prefix "Eco" – could be, for example, crushed glass or tarmac planings or used equine sand from livery yards.
Scrap metal	including fragmented metal and "frag rubber"
Solid urban waste	such as household waste, including products processed from this material
Toxic & corrosive materials	and any packaging used for these materials or any materials (e.g. timber) treated with these products
Untreated waste from eating places	except certain food stuffs of vegetable origin considered. Check with KIWA PAI or AIC for clarification before commitment.

NB: Many products now are of a recycled nature (or pre-fixed "Eco" or "Green") (e.g. recycled aggregates which can contain bitumen, scrap metal and glass) so ensure that a product data sheet is obtained and, if in doubt, contact AIC for clarification.

NB: Generic terms (e.g. Biomass) should not be used and descriptions should be as detailed as is necessary to accurately identify the product.

2 FLAT-BED VEHICLES

2.1

The following materials must not have been carried on vehicles used for the transportation of goods covered under this Code of Practice: -

- Radio-active materials



APPENDIX :2

AIC Haulage contaminant sensitive list

If a TASCC participant has any doubts over an unfamiliar product before loading, they must obtain a product data sheet and fax it to AIC on 01733 385270 or call the AIC Trade Assurance helpline on 0870 3000532 for further clarification and advice. To be read in conjunction with the TASCC Code of Practice for Road Haulage

Before handling any goods contained within the contaminant sensitive list, TASCC participants are advised to check customer terms and conditions.

Where vehicles are presented for the carriage of goods their load carrying areas must at all times be kept in a clean, dry and fit state to avoid harm to the goods being carried. Vehicles for carrying liquids should be in a condition fit for the purpose. It must be remembered that the Food Safety Act requires that any surface which comes into contact with food must be clean (see also Section E).

NB: Generic terms (e.g. Biomass or aggregate) should not be used and descriptions should be as detailed as is necessary to accurately identify the product.

1 PRESSURE CLEANING/DISINFECTING

R Lorries must be pressure cleaned with a 1% hot (70-80C) solution of a combined detergent/disinfectant suitable for use on food contact surfaces after they are used for carrying the goods listed below. The vehicle sheet must also be pressure cleaned in this way. The vehicle and sheet must be drained and dry before re-use for other loads. Proof will be required to be given that appropriate cleaning operations have been undertaken and they must be recorded on the consignment note of a subsequent load.

MATERIAL	GUIDANCE
Animal-derived dicalcium phosphate and hydrolysed protein (some Category 3 materials)	produced in plants authorised by the competent authority in accordance with the Animal By-Products Regulations 2011
Any product known to be salmonella positive	
Food stuffs of vegetable origin considered unsuitable for human consumption	for reasons of freshness
Packaging and parts of packaging from products used in agriculture or the food industry	
Silage	
Strong smelling materials	excluding fishmeals (see 7 – Fishmeal) – Strong smelling materials should normally be carried in dedicated vehicles which are not used for transporting other goods, because cross-contamination or taint of subsequent loads can lead to rejection and substantial claims for which the haulier may be held liable.
Tallows/Used Cooking Oils	

NB: Hauliers may find that some customers may not accept goods in vehicles which have carried these materials.

2 WASHING / BRUSHING / VACUUMING

R Proof will be required to be given that appropriate cleaning operations have been undertaken when the following materials have been carried prior to the carriage of goods covered by this Code. In most cases where the material is dry thorough brushing or vacuuming will be sufficient. However if the material is caked or damp, washing will be necessary



MATERIAL	GUIDANCE
Clean and un-used rubber bedding	including playground and arena mixes
Coal/fly ash/coal by-products	Before delivering or collecting Oil Seed Rape, check with customer the correct cleaning regime.
Fertiliser	
First time quarried aggregates/stone	not including bitumous or recycled products (see exclusion list)
Medicated feed products	
New tyres	
Peat	
Sand (First time quarried/ clean/builders sand)	
Salt	
Sheeted/Unsheeted Root crops and fruit	subject to HACCP see D9
Untreated wood, sawdust or other materials derived from wood	

3 MOIST CO-PRODUCTS

- R** Vehicles that carry moist co-products must be clean and have any excess moisture removed before loading. every three weeks as a minimum. This cleaning must include load carrying areas and the sheet inside and out.
- Vehicles used for the delivery of moist co-products must be cleaned and disinfected with a food grade disinfectant every three weeks as a minimum. This cleaning must include load carrying areas and the sheet inside and out. **R**
- Vehicles that carry moist co-products must be washed/brushed/dried before carrying dry products detailed in A.2 (see page 4).

4 INFESTED PRODUCTS

- R** Vehicles which have carried infested products must be thoroughly steam cleaned. The vehicle sheet must also be steam cleaned in this way. The vehicle’s load carrying area and sheet must be drained and dry before re-use for other loads. Proof will be required to be given that appropriate cleaning operations have been undertaken and they must be recorded on the consignment note of a subsequent load. The use of smoke bombs is not likely to be effective and is not recommended.



5 MATERIALS CAUSING ALLERGIC REACTIONS

EU legislation (Directive 2007/68/EC) 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.

Participants must check and comply with individual customers policies/requirements/terms and conditions before handling any of the following products:

- Crustacean and products thereof
- Eggs and products thereof
- Fish and products thereof
- Peanuts and products thereof
- Milk and products thereof
- Nuts ie Almond (*Amygdalus communis* L.), Hazelnut (*Corylus avellana*), Walnut (*Juglans regia*), Cashew (*Anacardium occidentale*), Pecan (*Carya illinoiesis* (Wangenh.) K. Koch), Brazil (*Bertholletia excelsa*), Pistachio (*Pistacia vera*), Macadamia/Queensland (*Macadamia ternifolia*) and products thereof.

(NB: Nuts can be found in products such as confectionary waste biscuit meal, animal feed blends, chocolate bars and cereal bars)

(NB: Be aware that products described as nuts (e.g. "Sugar Beet Nuts") must not be confused with nuts as defined above as they are not necessarily allergens. As part of their due diligence, hauliers must provide clear evidence to customers of the difference)

- Celery and products thereof
- Mustard and products thereof
- Sesame seeds and products thereof
- Sulphur dioxide and sulphites at concentrations of more than 10mg/kg or 10mg/litre expressed as SO₂
- Lupin seeds and products thereof
- Molluscs and products thereof

(NB: Cereals containing gluten (ie wheat, rye, barley, oats, spelt, kamut and their hybridized strains) and Soya are also identified in EU legislation as causing allergic reaction)

6 ORGANIC AND GENETICALLY MODIFIED GOODS

6.1 Organic Goods

Hauliers must check individual companies' policies before carrying organic goods.

6.2 Genetically Modified Goods

Hauliers must check individual companies' policies before carrying genetically modified goods.

7 FISHMEAL/FISH OIL

Only fishmeal/fish oil which has been produced in plants authorised by the competent authority, in accordance with the Animal By-Products Regulations 2005, is permitted to be carried under this Code.

(NB: Attitudes towards and acceptance of fishmeal differ between end-user companies. Hauliers must check individual companies' policies before carrying this commodity).

If a vehicle is used for the transport of fishmeal and is subsequently used for the transport of other goods intended for:-

- Non ruminant animal feed materials or finished feeds

It must be thoroughly cleaned, in accordance with section 2 of this list and inspected before and after the transport of the fishmeal.

- All other purposes

It must be thoroughly cleaned and disinfected, in accordance with section 1 of this list and inspected after the transport of the fishmeal. This is particularly important where the goods may be used for human consumption.

R

R

8 NOPS

Naturally Occurring Prohibited Substances (NOPS) can be found in feeds given to competition horses and may result in disqualification if high levels are found during drug testing. Examples of these are bakery and biscuit products, confectionary, waste and poppies (seeds, heads and straw). NOPS should be written into the contract between TASCC participants and their customer/supplier. Therefore, it is important that all persons in the equine feed chain to adopt a policy of feed

supply that will take every precaution to minimize the risk of feeding a horse with such a prohibited substance. If you are handling these products, then you need to inform your customer/suppliers.

Further details can be found in the UFAS Compound Code (Appendix (page 84) pages of the AIC website:

http://www.agindustries.org.uk/document.aspx?fn=load&media_id=3606&publicationId=93



Sensitive list matrix

NB: This matrix is shown as a guide only – a full description can be found in the sensitive list.

PROCESS	Pressure Cleaning AND Disinfecting	Washing OR Brushing OR Vacuuming
MATERIAL		
Aggregates including first time quarried aggregates/stone – not including bituminous or recycled products (see exclusion list)		✓
Animal-derived dicalcium phosphate and hydrolysed protein produced in plants authorised by the competent authority in accordance with the Animal By-Products Regulations 2005	✓	
Clean and un-used rubber bedding		✓
Coal / fly ash / coal by-products		✓
Fertiliser		✓
Fishmeal/fish oil – when next load is non ruminant animal feed materials or finished feeds		✓
Fishmeal/fish oil – when next load is any other material	✓	
Foodstuffs of vegetable origin considered unsuitable for human consumption for reasons of freshness	✓	
Infested products	Steam clean	
Medicated feed products		✓
Moist co-products	Weekly	✓
Packaging and parts of packaging from products used in agriculture or the food industry (excepting where there is a risk of contamination from Exclusion List materials)	✓	
Peat		✓
Sheeted/unsheeted root crops and fruit		✓
Salmonella positive products	✓	
Salt		✓
Silage	✓	
Strong smelling materials, excluding fishmeals	✓	
Tallows/Used cooking oils	✓	
New tyres		✓
Untreated wood, sawdust or other materials derived from wood		✓
Check company policy regarding cross contamination		
Allergy causing materials		
Organic and genetically modified goods		
Naturally Occurring Prohibited Substances (NOPS)		



APPENDIX :3

Cleaning chemicals suitable for use on food contact surfaces

TASCC participants should obtain from their supplier evidence that the cleaning chemical used for food contact surfaces is a combined detergent/disinfectant identified by the manufacturer as suitable for use on food contact surfaces used in accordance with the manufacturers instructions. This information is typically on the product label or data sheet, otherwise a separate letter may be required.

A participant may if they prefer use separate detergent and disinfectant, subject to both chemicals being

identified by the supplier as suitable for use on food contact surfaces.

If a participant wishes to use non-chemical means of disinfection (e.g. steam) the effectiveness of the process must be demonstrated by means of validation trials and microbiological swabs.

For health and safety reasons alcohol based hygiene chemicals are not advisable.

Spraying or fogging vehicles which have not been previously cleaned is completely ineffective.

NB: Routine cleaning of the exterior of the vehicle may be carried out using a general de-greaser/traffic film remover. However in the case of an outbreak of a notifiable disease, vehicle exteriors/cab interiors will also need to be disinfected using an appropriate chemical from the Defra Approved List. The Defra list can be accessed via the following link: http://www.defra.gov.uk/animalh/diseases/control/testing_disinfectants.htm

Manufacturers of cleaning chemicals suitable for use on food contact surfaces

Whilst AIC have used their best endeavours in the compilation of this list, they do not accept any responsibility for its accuracy.

This list does not represent a recommendation of any of the companies detailed or of their products, and is for information purposes only.

These manufacturers may also manufacture products which are not suitable for food contact surfaces.

Other manufacturers and suppliers may also be able to provide suitable chemicals

Dupont Animal Health Solutions
Windham Road
Chilton Industrial Estate
Sudbury
Suffolk. CO10 2XD
Tel: 01787 377305
Fax: 01787 310846
www.ahs.dupont.com

Ecolab Ltd
David Murray John Building
Swindon
Wiltshire. SN1 1NH
Tel: 01793 511221
Fax: 01793 618552
www.ecolab.com

GWP Group
Ainleys Industrial Estate
Elland
West Yorkshire HX5 9JP
Tel: 01422 379214
Fax: 01422 310064
www.gwp-group.co.uk

Holchem Laboratories Ltd
Premier House
175 Grane Road
Haslingden
Rossendale
Lancashire. BB4 5ER
Tel: 01706 222288
Fax: 01706 221550
www.holchem.co.uk

Johnson Diversey
Food Group
Weston Favell Centre
Northampton NN3 8PD
Tel: 01604 783505
Fax: 01604 783506
www.johnsondiversev.co.uk

Sopura Ltd
St Andrews House
26 Brighton Road
Crawley
West Sussex. RH10 6AA
Tel: 01293 538471
Fax: 01293 537965
www.sopura.co.uk



APPENDIX :4

Haulier registration

**To be completed by non certified wholly contracted hauliers and return to the TASCC Participant who will then send to the to TASCC Certification Body. KIWA PAI, The Inspire, Hornbeam Park, Harrogate HG2 8PA
Email: enquiries@thepaigroup.com Fax: 01423 878870**

*I/we hereby confirm that I/we _____

(name(s)) _____

(company) _____

(address) _____

Please give trailer/vehicle numbers which are dedicated to this business for all products carried.

_____ have received a copy of the AIC Code of Practice for Road Haulage of Combinable Crops and Animal Feeds effective from February 1st 2014.

*I/we have read and understood the Code of Practice. In consideration of the TASCC Participant placing with me/us orders for the carriage of "goods" as defined in this Code of Practice I/we undertake that the Code of Practice will be complied with by all drivers and vehicles under my/our control.

Signed: _____

Name: _____

Position: _____

Date: _____



APPENDIX :5

Companies Hiring out TASC Trailers

The following elements are relevant to Hire Companies who are hiring out TASC compliant trailers to TASC participants. Please note the Hire companies will need to be audited and accredited to the various sections of the TASC Code of practice for Road Haulage.

The relevant sections are:

- Section A** Applies to Hire Companies
- Section B** **B1** and **B5** apply to Hire Companies **B2, B3, B4 & B6** do not apply to Hire Companies.
- Section C** **C1** Hire Companies must be able to demonstrate that they provide suitably equipped trailers that have been effectively cleaned/sanitised and have controls in place to check that goods/materials that are carried by the company hiring the trailer meet the current AIC TASC Road Haulage Code of Practice.
 - R**
- Section D1 to D7** Sections **D1** to **D7** apply to Hire Companies. **D8** to **D16** do not apply to Hire Companies.
- Section E** Applies to Hire Companies
- Section F** Do not apply to Hire Companies
- Section G** Applies to Hire Companies
- Section H** Applies to Hire Companies
- Section I** Applies to Hire Companies, In addition, Hire Companies must produce procedures covering the hiring of trailers and the responsibilities of the Trailer Hire Company and the Hiring Company through a formal agreement signed by both parties.
 - R**
- Section J** Applies to Hire Companies

- Appendix 1** Exclusion List
- Appendix 2** Sensitive List
- Appendix 3** Cleaning Chemicals
- Appendix 5** Legislation
- Appendix 6** Hazard Analysis Critical Control Point (HACCP)
- Appendix 7** Legislation
- Appendix 8** Definitions



APPENDIX :6

HACCP (Hazard Analysis Critical Control Point)

References:

- Campden & Chorleywood Food Research Association (CCFRA), Technical Manual No. 42 – 'HACCP: A Practical Guide (Third Edition)'.
- Campden & Chorleywood Food Research Association (CCFRA), Guideline No. 10 'HACCP in Agriculture and Horticulture (Second Edition)' Supplement 7 'Grain Storage Case Study'.
- Codex Alimentarius Commission Document – 'Recommended International Code of Practice General Principles of Food Hygiene – CAC/RCP 1 – 1969, Rev. 4 – 2003'.
www.codexalimentarius.net/search/advancedsearch.do

1. HACCP team

In order to establish a HACCP system, the applicant must appoint a team to conduct the HACCP study that comprises personnel from all of the relevant operations and functions within the company and at least one member with formal HACCP training. The members of the team must be recorded within the HACCP study.

It is acceptable for individual members of staff to fulfil multiple roles in the HACCP team or to utilise resources from outside of the company, provided that the role of the HACCP team remains demonstrably effective.

2. Defining process steps

The HACCP team must identify and record all of the process steps involved in the haulage operations from receipt of goods to outloading and must be in the form of a flow diagram of the operation/process.

3. Hazard analysis

The HACCP team must identify and record any possible chemical, physical or microbiological hazards that could occur at each process step and adversely affect the hauled materials, recognising the nature of their products and their intended use.

a. Pre-requisites

For practical purposes, hauliers may wish to recognise 'pre-requisites' for the HACCP scheme they implement. These are specified, formal procedures that control potential hazards on a site-wide basis. Such prerequisites must be defined as part of the HACCP plan and included in any auditing schedule established as a result of the HACCP plan. Examples can be found on page 29.

4. Identify critical control points

Where it is essential that a hazard is controlled at a particular process step (ie the hazard can not be controlled or eliminated at a later process step), this step must be identified as a Critical Control Point (CCP). To help identify which steps are CCP's an example decision tree is provided in Figure 1 on page 30.

5. Establish critical limits

The HACCP team must identify the critical limits for all of the critical control points and pre-requisites that have been identified and be able to show the basis on which the suitability of these limits is based. Critical limits must be set at levels such that the safety and integrity of the stored materials is assured.

6. Control measures

For each process step at which a hazard is identified, the haulier must implement and record a system or procedure to control the operation. These are known as control measures and must be sufficiently robust to control hazards and ensure that critical limits are not exceeded. The operation of the control measures must be monitored and recorded to allow the haulier to demonstrate the hazard is controlled and to allow action to be taken if critical limits are exceeded.

7. Actions when hazards are not under control

The haulier must take suitable, prompt and effective remedial action when monitoring shows that hazards are not within critical limits. The haulier must record the action taken and make sure that actions are designed to deal with the cause of the problem as well as the problem itself.

8. HACCP Reviews

The haulier's HACCP team must carry out regular reviews of the HACCP system. The aim of these reviews is twofold:

- (1) To check whether the requirements of the system are being met (ie are the procedures being followed);
- (2) To check that the system effectively and consistently ensures the safety and integrity of stored materials (ie are the procedures effectively controlling the hazards).

At least one complete review must be carried out each year, but more frequent reviews may be necessary due to other changes in the business. Examples of changes which may require an additional HACCP review are:

- A new piece of equipment
- A new commodity being hauled
- When critical limits are exceeded
- Changes in personnel/ procedures.

A record must be kept of HACCP review showing the HACCP team findings and actions required. For practical reasons, many hauliers will carry out the HACCP review in conjunction with their internal audits.



APPENDIX :6

HACCP (Hazard Analysis Critical Control Point)

Under current food and feed legislation it is a requirement that food and feed businesses have a HACCP system. For simple haulage businesses it is recognised that a "HACCP programme" will be sufficient. To aid hauliers in complying with this

requirement, an example is given below highlighting the key hazards associated with the transport of combinable crops and feed materials, and referencing those to the relevant clauses of the code of practice which are aimed at controlling them.

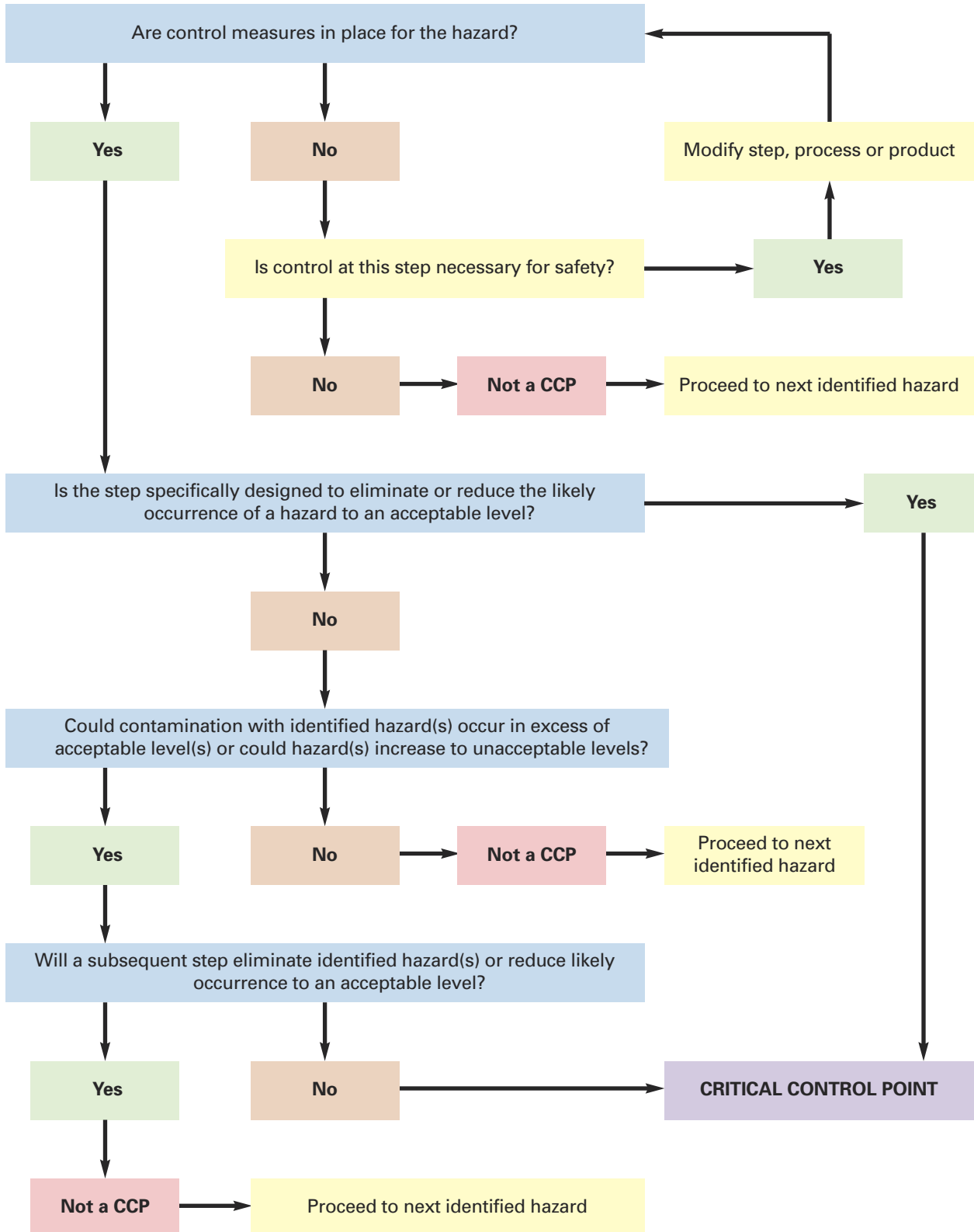
HAZARD	HAZARD TYPE	CONTROL MEASURE	TASCC CoP REFERENCE
Contamination of Food/ Feed from previous loads	Microbiological, Chemical, Physical	Haulage exclusion list Haulage contaminant sensitive list (including allergens)	E2, E3, Appendix 1 Appendix 2
Contamination of goods from other compartments	Microbiological, Chemical, Physical	Checks for leakage between compartments Correct loading	D10.3
Contamination of loads from dirty vehicle	Microbiological, Physical	Routine cleaning and disinfection Inspection before loading	E1.4, E1.2, E1.3
Contamination of load from wet vehicle	Microbiological	Drying after cleaning Inspection before loading	Appendix 2 E1.2, D16.5
Contamination of load during transport	Microbiological, Physical	Load sheeted at all times Training of drivers Defra Salmonella Code of Practice	D9 Section H B5
Unfamiliar product not handled before	Microbiological, Physical	Haulage Exclusion list. Obtain data sheet. Contact AIC for clarification.	Appendix 1 and 2

A haulier should consider their own business and ensure that any additional hazards specific to their circumstances are also controlled by their procedures.



FIGURE 1 DECISION TREE TO IDENTIFY CCPS

(answer each question in sequence for each identified hazard at each process step)





APPENDIX :7

Legislation

This list is not exhaustive, but highlights the key food feed safety legislation which must be understood and complied with:

Europe

- Feed Hygiene Regulation (EC No. 183/2005)
- Food Hygiene Regulation (EC No. 852/2004)
- General food hygiene requirements (EC No. 178/2002)
- Directive 2003/89 Annex IIIa – Food Labelling Amendment
- Commission Regulation (EC No 466/2001) setting maximum levels for certain contaminants in foodstuffs (Amended by regulation number 856/2005 (fusarium toxin) and regulation 199/2006 (dioxins and dioxin like PCBs))
- Regulation 1829/2003 EC on GM food and feed
- Regulation 1830/2003 EC on Traceability and Labelling of Feed Products derived from GMOs

Copies of the legislation can be found at the following website:

Eur-lex: www.eur-lex.europa.eu/en/index.htm

UK

- Transmissible Spongiform Encephalopathies (No. 2) Regulations 2010 (SI 2010 No.801)
- The Feed (hygiene and enforcement)(England) Regulations 2005 (SI 2005 No. 3280)
- The Official Feed and Food Controls (England) Regulations 2006 (SI 2006 No. 15)
www.opsi.gov.uk/si/si2006/20060015.htm
- Feeding Stuffs (England) Regulations 2010 (SI 2010 No. 3281) (Amendment – SI 2006 No. 2808)
- The feed (specified undesirable substances) (England) Regulations 2006 (SI 2006 No. 3120) (Amends Feeding Stuff (England) regulations)
- Food Hygiene (England) Regulations (SI 2006 No. 14)
www.opsi.gov.uk/si/si2006/uksi_20060014_en.pdf
- Contaminants in Food (England) Regulations 2006 (SI 2006 No. 1464)

NB: Please note that versions of the above legislation can also be found on the same web sites for Scotland, Wales and Northern Ireland

Further information can be found at the following websites:

AIC: www.agindustries.org.uk

Defra www.defra.gov.uk

TSE legislation
www.defra.gov.uk/animalh/bse/legislation/index.html

FSA www.food.gov.uk

Office of Public Sector information
www.opsi.gov.uk

Code of Practices

- Defra Code of Practice for Control of Salmonella during Storage, Handling and Transport of Raw Materials intended for incorporation into, or direct use as animal feedingstuffs.

Available free, quoting reference number PB 2202, from:

Defra Publications,
AD MAIL 6000
London
SW1A 2XX
Tel: 08459 556000

Further information can be found at the following website:

Salmonella Code of Practice
<http://www.defra.gov.uk/animalh/diseases/zoonoses/salmonella-cop.htm>



APPENDIX :8

Definitions

For the purposes of this code the following definitions shall apply:

combinable crop

means any crop harvested by a combine

goods

shall include any of the commodities listed in A2

the company

shall mean the company for whom the goods are being transported

Defra Code of Practice for the Control of Salmonella

shall mean the Defra Code of Practice for the Control of Salmonella during the storage, handling and transport of raw materials intended for incorporation into, or direct use as, animal feedingstuffs

processed animal protein

means meat and bone meal*, meat meal*, bone meal*, blood meal*, dried plasma* and other blood products*, hydrolysed protein, hoof meal, horn meal, poultry offal meal, feather meal, dry greaves, fishmeal, dicalcium phosphate and tricalcium phosphate of animal origin, gelatine and any other similar products including mixtures, feedingstuffs, feed additives and premixtures, containing these products

* *whether of mammalian or non-mammalian origin*

derogated protein

means fishmeal, dicalcium phosphate or tricalcium phosphate of animal origin or hydrolysed protein (as defined in the TSE Regulations) which are prohibited in farmed animal feeds intended for ruminants but permitted in such feeds intended for non-ruminants

food producing animals

means cattle, sheep, goats, deer, pigs, poultry, rabbits, horses, fish or any other animals which may be used for human consumption or used to produce foods for human consumption

farmed ruminants

means cattle, sheep, goats or deer including pet, zoo and safari park animals

COSHH

means the Control of Substances Hazardous to Health Regulations

haulier

means the operator of any vehicle used under this code

vehicle

includes trailers or other containers used to transport goods

merchant

means a company trading or selling goods

complaint

means any expression of dissatisfaction from a customer about the goods or the service

TSE Regulations

mean the Transmissible Spongiform Encephalopathies Regulations 2006 as amended and any subsequent legislation



APPENDIX :9

Records

The following list represents the minimum records which must be kept by a haulier to comply with this code:

B1	Statutory requirements	D15.8	Tanker drying
B2	Food Hygiene Regulation registration	D16.3/D16.4/D16.5	Record of damages to packaged goods
B3	Feed Hygiene Regulation registration	E1.2	Preloading vehicle check
B4	Registration of hauliers under TSE Regulations	E1.3	Exterior vehicle cleaning records
C1	HACCP	E1.4	Routine disinfection records
D3	Vehicle and trailer inventory	E3	Cleaning records after carrying materials on sensitive list
D4	Evidence of previous loads	E4	Environmental considerations
D5	Cleaning record for new vehicle/trailer	F1	Sub and Wholly Contracted Hauliers
D6	Hire and second hand vehicle information	F3	List of approved sub-contractors
D7	Trailer compartment identification	F4	Cleaning companies
D9	Sheeted loads	H1.1/H1.2/H1.3	Training records
D10.1	Collection notes/records	H2.1/H2.2	Procedures/designated person
D11.2	Incident report	I1	Complaints records
D12.3/D12.4/D12.5/D12.7	Delivery	J1	Insurance
D13	Record of loss of goods greater than 150kg		
D15.1/15.2	Tanker cleaning records		
D15.6	Record of draining of free water		
D15.7	HACCP/cleaning records for bulk liquid animal feeds		

Due to the nature of individual haulage businesses, other records may be necessary.



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