

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

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### New COCERAL GTP code



The new COCERAL GTP code was issued on January 1, 2011 and the working group is

now finalising the mutual recognition between GTP and the Dutch "GMP+ International", Belgium "Ovocom" and German "QS" schemes.

It is hoped that this will be completed by the middle of 2011. Also, as part of the mutual recognition agreement, there will be a GTP certification body training day in March which AIC will participate in.

### TASCC certification body contract awarded to PAI

**PAI has been awarded the certification body contract to run the TASCC scheme for the next four years.**

AIC and members of the TASCC Working Group undertook a tender and interviewed four candidate certification bodies. After lengthy debate, PAI was selected as being the leading candidate. The results were discussed further at the TASCC Working Group before a final decision was made.

All certification bodies interviewed demonstrated varying levels of 'added value', however, PAI demonstrated the most, especially in the areas of new innovation. Garry Rudd, TASCC Technical Manager, said:



"We are looking forward to delivering additional value to all our TASCC participants and further announcements will be made in the near future."

The new contract runs from May 1, 2011 until April 30, 2015.

### AIC launch new DGSA register

AIC has launched a Dangerous Goods Safety Adviser (DGSA) Register to provide a central information point for the agri-supply industry. Since 2000, all companies involved in loading and transporting dangerous goods have been required, by a European Directive, to appoint a qualified DGSA to guide them on the legal, safety and environmental aspects of transporting dangerous goods.

DGSAs are already required within the fertiliser, crop protection and certain areas of the animal feed sectors. However, in the future, further products may fall into the scope of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).

AIC is aware that locating a DGSA can

be extremely difficult and this new service has been launched in response to

this need. The register aims to be a 'one stop shop' for finding a DGSA in your area.

AIC is keen to hear from any DGSAs who wish to join the register. Please contact Garry Rudd at [garry.rudd@agindustries.org.uk](mailto:garry.rudd@agindustries.org.uk) or **01733 385230**. All entries on the DGSA Register will be free of charge for their first year of registration and then a nominal charge of £50 per annum will be charged for members of AIC and a fee of £75 per annum for non AIC members. The register can be found at: <http://bit.ly/fg6bPj>





# The TASCC Scheme and how it operates



Following the award of the certification body contract to PAI, it is a good opportunity to outline to TASCC participants how the Trade Assurance Scheme for Combinable Crops scheme is managed.

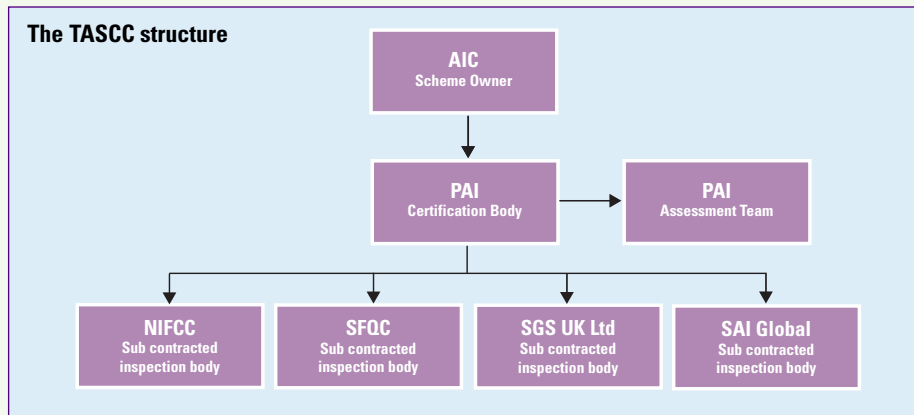
AIC is the trade association that owns and manages TASCC and the sole certification body for TASCC is PAI. Other audit companies that are sub-contacted to carry out the TASCC Audit are NIFCC, SAI Global, SFQC and SGS.

Two fees are collected for TASCC – the AIC registration fee and the audit fee.

The **audit fee** is collected before the inspection and will depend on the size and activity of your business.

The AIC **registration fee** covers the cost of running the scheme, code production and other professional services and is collected on the 1st of July each year.

The TASCC structure



## TASCC Certification Body

Product Authentication International (PAI)  
The Inspire, Hornbeam Park  
Harrogate  
North Yorkshire HG2 8PA  
Tel: 01423 878878  
Fax: 01423 878870  
[www.thepaigroup.com](http://www.thepaigroup.com)



## PAI Contacts

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## 2011 Grain Passport and RED

Following industry consultation the 2011 version of the Combinable Crops (Grain) Passport has now been published.

The main changes from the 2010 version are the introduction of two new information requirements. Details of the grain collection point are added prior to section 1 and there is a new requirement for a farmer signature in section 8. Both these requirements relate to the introduction of the Renewable Energy Directive (RED) and the use of the Red Tractor Farm Assurance (RTFA) Scheme as a voluntary scheme under this directive.

In addition, there has been a minor wording change to the Fusarium Mycotoxin section to make it absolutely clear that a numerical

figure is required for fusarium risk assessments, rather than the old High, Medium or Low value.

Whilst the passport is normally re-issued at this time of year for use from harvest onwards, it is possible that this year some companies may wish to introduce the new version prior to that to allow RED information to be carried.

This may be in respect of existing contracts for the supply of crop into the biofuel chain in the UK or elsewhere in the EU.

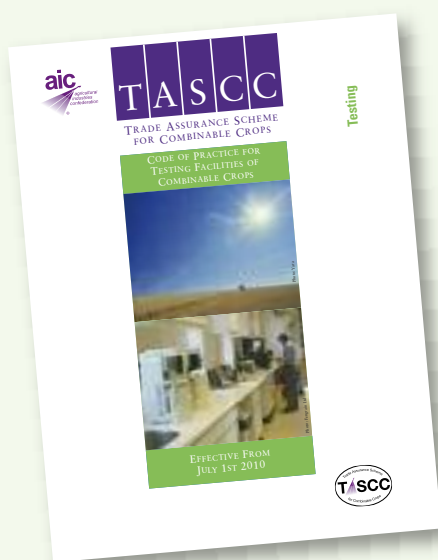
The passport is again supplied with a number of supplementary notes. These are for information only, and do not form part of the passport itself.

## RED (Renewable Energy Directive)

RED is particularly important to primary producers, such as farmers, as 10% of all fuels must come from renewable resources by 2020.

To that end, TASCC is developing requirements which will go into the Storage and Merchants Codes of Practice. The requirement will be based on mass balance product going through the system. The requirement will be unique for TASCC as participants will have a voluntary opt out.

AIC will need to present the code amendments to the European Commission before the requirements can be added. It is hoped to have amendments in the codes for reissue in February 2012.



## British standard for determination of bulk density

A new international standard for the determination of bulk density (mass per hectolitre) [BS EN ISO 7971-2:2009] was agreed in 2009 and is now being introduced into the UK.

The main purpose of the new standard is to ensure traceability on all hectolitre weight instruments back to a certified standard measurement instrument.

The calibration of routine measuring

instruments, national and secondary standard calibrations are based on certified standard measuring instruments with a 20 litre capacity.

In a UK context, Farm-Tec hold such vessels and is therefore eligible to provide UK calibration services.

Further information of the standard, its requirements and method can be obtained by emailing [infofarmtec@aol.com](mailto:infofarmtec@aol.com) or telephoning **01947 897995**.

## Coal and the TASCC Haulage Code of Practice

**In July 2000, the TASCC Code of Practice for the Transportation of Combinable Crops and Animal Feed Materials recognised the risk to human and animal health and welfare posed by bituminous products and included them on the AIC Haulage Exclusion List (Appendix 1 of the code of practice).**

To date coal, fly ash and other coal by-products remain on the AIC Sensitive List and the matrix identifies washing or brushing or vacuuming as appropriate cleaning measures following the carriage of coal. Coal for power generation within the UK is in general described as 'hard bituminous coal' which is favoured by the power generators as they have lower sulphur and ash contents and have much higher calorific values.



There is no question that the transportation of coal plays an important role in keeping the cost of haulage down as it offers hauliers a return load from ports of entry after deliveries are made to processing facilities and export terminals at the major UK ports.

### What are the risks of coal contamination in the food or feed chain?

The question is, where do these coal products fit in? As they are described as bituminous should they be considered to be on the Exclusion list, or as coal should they be on the Sensitive List? If the answer is the Sensitive List then they require a recommended cleaning method appropriate and effective in controlling the risk to human or animal health and welfare.

Coal and other bituminous products contain high levels of polycyclic aromatic hydrocarbons which are known carcinogens if ingested in high concentrations. Food legislation sets maximum permitted levels for this group of compounds at the parts per billion level in food for human consumption.

Any coal that remains within the load compartment of a delivery vehicle will enter the food chain (whether for human or animal nutrition) and whilst there is a legitimate case for placing coal on the exclusion list due to the nature of the potential contamination this could have a massive financial impact upon the agricultural supply chain by increasing haulage costs at a time when raw material prices are at record levels.

What would be effective is to recommend pressure cleaning and disinfection as the required cleaning step following coal as a previous cargo and to stress to all TASCC participants the importance of verifying that the load compartment has been appropriately cleaned prior to loading with a commodity that is destined for food or feed use. This issue is to be discussed at the next TASCC review for potential inclusion into the February 2012 codes.

If you have any views on this, then please contact Garry Rudd at [garry.rudd@agindustries.org.uk](mailto:garry.rudd@agindustries.org.uk) or **01733 385230**.





## Signing off non-conformances

Martin Jowett (pictured) of PAI explains the process of signing off non-conformances. The assessors always try to keep time on-site to a minimum for the benefit of participants while ensuring sufficient time is spent to see the operations and collect the necessary data for completing the reports.

These reports are a summary by the assessor covering details of what has been seen on-site. It enables the reviewer to see and understand how the business complies with the scheme requirements.

The report is then sent to PAI and is booked in on our database. If there are no action points raised, the report is put out for immediate review. Those reports with action points are filed awaiting submission of corrective action by the participant.

PAI require documentary evidence that corrective action has been implemented to

deal with the action point raised and ensure compliance with scheme requirements. Once corrective action is received, it is logged then added to the report and sent for review.

PAI has fully trained technical reviewers who assess and grade the assessor's report. PAI maintain high standards of assessment by reviewing and grading reports, ensuring continued monitoring of assessors performance along with a witnessed audit program. In addition, reviewers assess the corrective action evidence sent in by the participant against the scheme requirements.

If the evidence provided satisfies the requirement of the scheme to ensure continued compliance then the report is passed as Certificate Recommended or Certification Continues. In some cases, the evidence does not satisfy scheme



requirements and the reviewer communicates with the participant by phone, email or letter asking for further information.

One of the most frequent reasons for delays between report review completion and certification is caused by delayed payment of PAI's assessment and AIC's registration fees.

Email [martin.jowett@thepaigroup.com](mailto:martin.jowett@thepaigroup.com) for further information.

## Top TASCC Non-conformances

AIC has highlighted areas most likely to fall short during TASCC inspections carried out over the last six months. Non-conformances generally occur if insufficient or non-specific evidence is produced during an inspection.

Storage				Testing				Merchant				Haulage			
Code Requirements		2009	2010	Code Requirements		2009	2010	Code Requirements		2009	2010	Code Requirements		2009	2010
		%	%			%	%			%	%			%	%
1	Risk assessment	11	3	1	IQC	6	4	1	Assured supplies	3	1	1	Vehicle sanitising	23	17
2	Passport, incl sticker	5	3	2	Ring tests	4	3	2	Delivery docs	2	1	2	Vehicle exterior clean	19	14
3	Store construction	9	6	3	Internal audits	3	0.5	3	Contracts	4	1	3	Training records	20	19
4	Weekly checks	5	3	4	Training	3	2	4	Approved contractors	2	0.5	4	Vehicle inventory	9	8
5	Enteric disease routine	5	4	5	HGCA CD Rom	3	1.5	5	Sampling & testing plan	1	0.5	5	Vehicle history	9	9
												6	No action points	30	31

### For further information contact:

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