THE NEWSLETTER OF THE TRADE ASSURANCE SCHEME FOR COMBINABLE CROPS

Welcome

Welcome to the latest edition of TASCCforce. With winter past and spring in the air, thoughts may now be turning to summer days and harvest.

In this edition, we look at the TASCC review which is now underway and the new codes will be effective from 1 February 2016. One big change will be a move from the TASCC Exclusion and Sensitive list to the IDTF (International Database Transport (for) Feed).

The TASCC Certification Body is Kiwa-PAI. In this issue, you can find out who are the people to speak to, which we hope will be useful in the future.

If you have any questions about items in this issue, or thoughts for potential future articles, then please contact Garry Rudd via the details on the back page.

Further information on the IDTF can be found on the back page.

i-learning clearing the fog of assurance

The web based interactive learning module on the AIC website called i-Learning is now available and being used. The module provides TASCC hauliers with two courses — one for transport managers, one for drivers.

The short modules take 15 minutes to complete and can be accessed via computers, tablets and smart phones. By using the modules you will fulfil all your TASCC training needs.

Once a course is complete and all questions answered correctly, participants

receive a certificate of completion which forms part of the supporting information for a TASCC audit. Modules are designed for learning in a relaxed atmosphere and are not an exam. If you get a question wrong, go back and try again.

The courses are FREE to TASCC participants and can be accessed from the trade assurance area homepage of the AIC website.



Grain rejections

TASCC participants are reminded that if they have any quality issues from farm, then they should complete a rejection report to feed back to either Red Tractor Farm Assurance and/or Scottish Quality Crops (SQC). Both schemes will follow up a reported rejection with an audit of the grower.



Inside

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New TASCC Video on AIC YouTube Channel



AIC has produced a short video explaining the background and aims of the TASCC scheme. We are grateful to Openfield for their assistance and input in making this video.

We hope that this video, providing a brief introduction to TASCC, will be useful to participants particularly as part of their staff training and induction procedures. The video is now available to view on AIC's TASCC page.











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SENIOR ADMINISTRATOR



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Allocations and assessor chasing, applications, quotations, certification and general admin for

all sector schemes



As a Product Certification Body, Kiwa PAI has to conform with the requirements of ISO 17065. They are monitored and audited by the United Kingdom Accreditation Service (UKAS) which carries out a Head Office audit every year. This assesses the schemes that they are accredited for to ensure that they have the correct procedures in place and only use competent/qualified assessors.

UKAS also carries out an annual witnessed assessment programme where a UKAS Technical Expert goes out on site to witness our auditor carry out an assessment to ensure this is carried out to the Standards requirements.

If you are interested in joining Kiwa-PAI's TASCC review team then please contact Lorraine Chambers for further information.

TECHNICAL /QUALITY/OPERATIONS MANAGERS

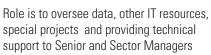
ACCOUNTS

ADMINSTRATIVE SUPPORT

Agricultural Supplies Sector (Feed)



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Credit Control

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Chasing outstanding invoices and dealing with the banking



Quality Manager

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Overview and co-ordination of certification activities and quality management systems



VIKKI CURTIS

Administration Support

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Supporting all sectors with appointment correspondence, assessors issues, enquiries website, electronic report input and corrective action inputting



Operations Manager
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Overview and development of the office
operations ensuring smooth running of all
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Accounts management including assessor
invoice verification, client invoicing and banking



JINNY CLAYDON

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Administration support including post
management and input

HACCP annual review

RACHEL FINAN

Accounts Administration

The TASCC working group has been encouraged by Hauliers positive reaction to completing a full HACCP for their business. Although the requirement is often been raised at audit as a non-conformance this year, the number of enquiries has decreased significantly.

However, haulier participants should note that an annual review of your HACCP is needed and it must be documented. There is further information in Appendix 6 of the Haulage Code and template documents on the AIC website.





TASCC review

The full review if the TASCC Codes of Practice is now underway with the various review groups — one for Haulage, Testing and a combined Merchants and Storage group. The plan is to issue the codes for consultation in September with a view of them being effective from 1st February 2016. TASCC participants are encouraged to comment on the codes during this consultation period.

Part of the revision is to ensure that the AIC's Feed/Food schemes (TASCC/UFAS/FEMAS) wording is harmonised where possible. This process is likely to include sections dealing with Internal Audits, Staff Training and Complaints/Recall procedures. Lists of areas for review are as follows:

Haulage Code

- Trailers back into the scheme after carrying some exclusion list materials.
- Training to include i-learning.
- HACCP review/internal audit



Merchants Code

e-passport information

Storage Code

- Temporary holding of combinable crops
- Store/port grain moving equipment

Testing Code

HGCA i-learning

ΔΙΙ

- Move to ICRT (International Committee Road Transport)
- Extensive list of definitions

Have you got the right insurance protection?

Bluefin understand the insurance cover required by your industry and has tailored an exclusive offer for TASCC participants.

Under their enhanced Hauliers ChoiceRiSK policy they can provide bespoke loss of use cover which offers protection should your vehicle or trailer be deemed un-roadworthy after an accident involving collision, impact, overturning, fire or theft whilst loaded with consignment.

TASCC participants benefit from an increased amount of £400/ day for up to 30 days to cover the hire costs of a replacement vehicle (subject to terms and conditions).

AIMS EXAMPLE

The insured's vehicle was rendered unusable following impact by a third party. Insurers began payments immediately to cover the replacement vehicle costs so as to not interfere with running the business. This saved the insured from paying upfront hiring costs whilst a recovery was attempted. Insurers paid over £6,000.

For further information please call 0845 873 8699 or email tasccsure@bluefingroup.co.uk

If you have any further comments, please contact Garry Rudd at AIC

International Database Transport (for) Feed — IDTF

One of the main changes to the code in this revision will be the removal of the TASCC Exclusion and Sensitive list and the introduction of the IDTF (International Database Transport (for) Feed).

IDTF is a database created by the International Committee Road Transport (ICRT) association, which groups together several organisations: Qualimat, Ovocom, GMP+ International, QS, GTP, AIC and GAFTA.

Aiming at assuring feed safety throughout the Animal Feed Sector, these seven members have harmonised their safety requirements for bulk transport by road of animal feed materials.

In this way, the IDTF assembles the minimal cleaning requirements of different certifications schemes and simplifies the work for companies

operating at international level. This database is updated regularly by ICRT.

The database is easy to use and will be accessed via links from the AIC website but participants can view it now on IDTF (International Database Transport (for) Feed).

The categories for classification and cleaning of load compartments are:

A dry clean (brush/vacuum)

B clean with water

C clean with water and cleansing agent

D cleaning and disinfection

Forbidden/Excluded: Goods not allowed to be carried.

In most cases members of the ICRT agree on the appropriate cleaning regime following carriage of listed goods or materials. However, this is not always achievable, perhaps due to national legislation. In such cases this appears as a 'List of Differences' and the requirements of the individual scheme(s) are listed. The requirements of the scheme into which goods are being delivered should be followed in such

This is obviously a big change in the transportation of goods within the UK but it is envisaged that this will provide a level playing field of compliance throughout Europe.

For further information, please contact Garry Rudd



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