



BPEX

CLEANER LORRY CAMPAIGN



BPEX Webinar
12th December 2011

Colin Stone BPEX KT



The Cleaner Lorry Campaign began life back in September 2009 after the Pig Task Force Committee chaired by Jim Fitzpatrick to drive forward a number of initiatives within meat supply chains.

One of these sub-groups from this task force was to focus on pig issues and decrease the risk of disease transmission within pig industry.

From here the pig health group identified abattoir vehicle wash as a significant factor for this industry.

Discussions between Richard Lister, Yorkshire Humberside Health, and Howard Revell, Eastern Pig Health, then enlisted help from BPEX team to review abattoir washing facilities.



Survey scoring - Please use in conjunction with Score of Quality of Facility (design of wash)

Abattoir: All completed forms please fax back to:-

BPEX - KT R&D

Date: Fax number 02476 478 903

Quality of Facility, design of wash Gold / Silver / Bronze	GOLD	SILVER	BRONZE
1. One way lorry system. • IN • WASH • OUT			
2. Suitable filter/drain to dispose of all organic matter (out of wash area) Drain behind lorry, small enough to prevent splash back.			
3. Ability of clean wash bay between cycles.			
4a No cross-contamination: wash sloped down hill to dispose of dirty water.			
4b Further apart lorries are better (wheels) minimum 6ft either side, curtain rail?			
4c Each lorry space has own hose.			
4d Raised step in between each bay (contains hose)			
5. Sufficient hose to reach all parts of lorry.			
6. Hot / warm water available.			
7. Pump pressure and general associated equipment in good working order.			
8. Detergent facility available on site.			
9. Disinfectant facility available on site.			
10. Any charge for use of this facility.			
Any comments that you may wish to add regarding this facility wash.			

Optional: Lorry registration Haulier



Early October 2009 BPEX circulated a simple wash assessment form that could be used by pig livestock hauliers. This enabled them to capture their own view on facilities visited and would end January 2010.

These were then faxed back to Stoneleigh for analysis and quickly captured evidence of many sites. Simple this was not as we didn't anticipate so many concerns from multi species hauliers.

It became evident very quickly that one of the highest risks to pig industry was in fact other species of livestock. Many hauliers suggested this was generally due to lack of water / disinfectant and generally not fit for purpose for good C&D.

Abattoirs total 240 in this country of which 18 are BQAP registered representing 92% annual pig kill and due this BPEX would place all resources into these 18 sites.



Score of Quality of Facility (design of wash)

	Gold	Silver	Bronze
(1)	One way → lorry pulls in, washes and is able to exit without driving through any organic matter (cross-contamination). Individual route only.	Lorry must make one manoeuvre back into dirty area to exit wash, i.e. part of lorry cross-contaminated. Individual route only.	No differentiated route. Lorries able to access all areas of wash.
(2)	Drain or other suitable method to dispose of organic matter from each vehicle bay. No risk of splash back.	Drain or other suitable method to dispose of organic matter from entire wash area. No risk of splash back.	No drain or suitable method to dispose of organic matter from wash area. Soiled straw etc left in bay.
(3)	Wash bays cleaned thoroughly between cycles, brushed and hose used.	Wash bays cleaned at least daily.	Wash bays not cleaned at least daily.
(4)	Zero to low risk of cross-contamination: wash sloped downhill / bays more than 6ft apart / raised step between bays / each bay has own hose.	Low to medium risk of cross-contamination: level wash surface / bays minimum of 6ft apart / one – several hoses available.	High risk of cross-contamination: wash sloped uphill / bays less than 6ft apart / one hose for entire wash.
(5)	Sufficient hose length to reach all parts of lorry. Situated so doesn't lie across other bays (cross-contamination).	Sufficient hose length to reach all parts of lorry. Hose runs across other wash bays.	Hose length not sufficient to reach all parts of lorry.
(6)	Hot/warm water available.	Cold water.	Cold water.
(7)	Pump pressure – Excellent for purpose. All equipment fit for purpose.	Pump pressure – Adequate for purpose. Most equipment fit for purpose.	Pump pressure and quality of equipment poor.
(8)	Detergent facility available. Specific equipment – lance attachment etc.	Detergent available – via pressure washer.	No detergent available.
(9)	Disinfectant facility available. Specific equipment – lance attachment etc.	Disinfectant available – via pressure washer.	No disinfectant available.



We decided on Gold, Silver and Bronze as grades of wash quality relative to possible risks of disease transmission. Gold being best practice for all columns would score a maximum of 60 points. (Points awarded Gold 5, silver 3 and bronze 1 according to appropriate grading)

The haulier survey returns were variable even for same abattoirs reported so BPEX visited BQAP abattoirs to do independent review. This created different dialogues from company directors to abattoir site managers who were apparently responsible for these areas. (I say apparently, as before survey commenced we did not know who was responsible for wash sites)

From these initial independent surveys, scores varied from a high of 48 to a very low of just 21 points clearly demonstrating future improvements were needed here.

We are working directly with many decision makers and this is producing positive response where several are embarking on new investments for the better improvement of these areas.



BQAP abattoirs

- **Cheale Meats**
 - Essex
- **Cranswick Country Foods Plc**
 - Preston
- **Cranswick Country Foods (Norfolk) Ltd**
 - Watton
- **Ensors Abattoir**
 - Cinderford
- **F A Gill Ltd**
 - Wolverhampton
- **G Wood & Sons Ltd**
 - Nottingham
- **H G Blake (Costessey) Ltd**
 - Norwich
- **Woodhead Bros Meat Co**
 - Lancashire
- **Robertsons Fine Foods**
 - » North Lanarkshire
- **Scotch Premier Meats Ltd**
 - Aberdeenshire
- **Tulip**
 - Lancashire
- **Dalehead**
 - Spalding
- **Tulip**
 - Westerleigh
- **Tulip**
 - Brechin
- **Vion**
 - West Lothian
- **Vion**
 - Malton
- **Vion**
 - Wiveliscombe
- **Woodhead Bros- Spalding**
 - Spalding
- **Lamberts C & K Group**
 - Eye



All BQAP abattoirs in blue have a nominated person responsible for their livestock vehicle wash facilities, sadly those in red have not as yet.

In the near future this will be a requirement of standard to have a named person responsible for site.



How long does it take to washdown a vehicle?



Fasting could help speed up this process but is difficult owing to batch finishing.

Straw v shavings, this requires further investigation.

Design and layout of wash, high water volume being preferred by hauliers.

On completion of declaration form many livestock vehicles are leaving premises without washing due to long queues thus allowing them to leave site and wash elsewhere.



Washdown times

Basic facilities		
Small vehicle	Medium vehicle	Large vehicle
45 minutes	60 minutes	120 minutes
Purpose built facilities		
Small vehicle	Medium vehicle	Large vehicle
30 minutes	45 minutes	90 minutes



Basic facilities can require 35% more time to wash over purpose built facilities





The 7 wastes

WASTE - "Any activity that consumes resource but does not add value to product"

- 1) **OVER-PRODUCTION** - MAKING MORE (or sooner) THAN THE CUSTOMER REQUIRES
- 2) **INVENTORY** - EXCESS RAW MATERIALS, WORK IN PROGRESS OR FINISHED GOODS (more than is required to maintain the process flow)
- 3) **TRANSPORTATION** - UNNECESSARY MOVEMENT OR HANDLING OF PRODUCT
- 4) **PROCESS** - UNNECESSARY, INAPPROPRIATE OR OVER-COMPLICATED PROCESSES
- 5) **IDLE TIME** - OPERATOR OR MACHINE INACTIVITY DURING PROCESS CYCLE
- 6) **OPERATOR MOTION** - UNNECESSARY / EXCESSIVE MOVEMENT (Walking, Bending, Twisting, Reaching)
- 7) **BAD QUALITY** - PRODUCING SCRAP OR RE-WORK





We are using a manufacturing engineer to evaluate one abattoir's current wash practice and will circulate findings from this pilot study in New Year.

This study will review all hauliers' methodology of cleaning vehicles, any advantage of straw v shavings, and different pressure washer's high/low volume. Quality of wash standard will be paramount and not through put of vehicles.

We must be efficient so we will monitor water usage and hence would expect reduction of wastage.



Approved disinfectants

- 326 types of disinfectant
 - Dilution
 - Safety (PPE)
 - Corrosive
 - Disposal
- 
- Product choice should be with the full approval of your veterinarian, seek further technical advice if needed.
 - Consider working environment temperature
 - Targeted pathogen kill
 - Maintain correct dilution rates
 - Water quality
- 



There are 326 DEFRA approved disinfectants at last count.

When working with these please maintain correct dilution rates, observe and read data sheets.

They only work if organic material has been removed; water used is clean, many are temperature sensitive so will not work at low temperatures and target pathogen kill.

Consult your veterinarian for products that help control SD and salmonella as some are more effective than others.





Disinfection



Various disinfection methods seen from a mobile knap sack, dosatron and probably one of the best seen a fully insulated unit on farm where it needed to work 365 days a year. (Photograph far left of your screen)

Note letter box effect where hose line is self cleaned when rolled in and out



Contamination



Contamination can be seen here, would you want to park your lorry on this and then collect pigs from your unit. Need to work together to form a standard where we all take ownership and leave it how we would like to find it.



Cross-contamination



Cross contamination clearly demonstrating if your lorry has just been washed next door is about to wash it again or worse still contaminate.



Assurance schemes



2.8 Cleansing and Disinfecting

2.8.1	All vehicles must be cleansed and disinfected with approved disinfectants.	Vehicles must be cleansed and disinfected regularly. A list of approved disinfectants in England, Wales and Scotland can be found on the Defra website: www.defra.gov.uk/animalh/diseases/control/testing_disinfectants.htm . Please contact DARD in Northern Ireland.
2.8.2	Records of all undertakings to cleanse and disinfect must be kept and made available to inspectors on request.	This applies when C&D is carried out off-site from delivery to an abattoir or market indicated on the declaration to C&D. A copy of the declaration for 'off-site' C&D (form FM/AW 27) is shown in appendix 9.



The Red Tractor Assurance Transport Scheme

From June 1st 2011 revised standard that now includes a section related to Cleansing and Disinfection

This was the first starting point of industry working together.





New scheme requirements

- **BQAP Standard from 1st January 2012**

- A new clause will be inserted under the general requirements section as a new sub-clause 2.5 which reads as follows:
 - *“Adequate facilities for the cleaning and disinfection of livestock vehicles shall be available at all times commensurate with the size and number supplying the abattoir.”*
- Raised as an observation rather than a non-compliance until 1st April 2012 – thereafter a fully auditable point



BQAP new scheme requirements

This is a great success for pig industry with the new BQAP's standard from 1st January 2012.

“Adequate facilities for the cleaning and disinfection of livestock vehicles shall be available at all times commensurate with the size and number supplying the abattoir“

After 1st April 2012 this is fully auditable.



BQAP guidance on standard

With effect from 1st January 2013
ALL VEHICLES must be effectively
cleaned and disinfected before
leaving the site



This has been discussed at great length and BPEX envisages further changes to include the following guidance:

With effect from 1st January 2013 ALL VEHICLES must be effectively cleaned and disinfected before leaving the site.



Acknowledgements

- Eddie Harper MBE Livestock Transport Consultant
- Peter Kettlewell Livestock Engineering Consultant
- Katrin Turvey & Georgina Crayford BPEX
- Marcus Woods SAI Global Certification Manager
- James Blakeney BMPA
- Howard Revell Eastern Pig Health
- Richard Lister Yorkshire Humberside



I would just like to mention a few key people who have helped in cleaner lorry campaign:

Both Eddie Harper MBE Livestock transport consultant and Peter Kettlewell Livestock Engineering consultant for the delivery of several wash presentations nationally.

BPEX colleagues Katrin Turvey & Georgina Crayford

Marcus Woods SAI Global certification manager

James Blakeney BMPA

Key to this project was the collaboration at early stages from both YHH and EPH as this has been industry standards driven up, not down as we are usually hearing.

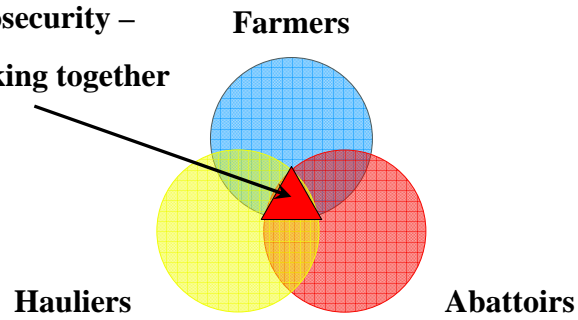


Now with the newly formed Pig Health Improvement Project this will hopefully generate better cooperation and could bring further health rewards, again industry driven up, not down.



Shared responsibility

Best biosecurity –
all working together



But in order for this to work we need shared responsibility
from all sectors, farmers, hauliers and abattoirs.





Communication



- **Imperative** that any “disease” issues are communicated quickly to everyone involved in supply chain
- Without rapid communication to all parties, disease **WILL** spread



But above all we need good communication within all sectors and without rapid response to all parties, disease will spread.





WE DON'T WANT THIS

