SASKATCHEWAN MILK MARKETING BOARD POLICY

YARD AND LANE

WHEREAS the purpose and objectives of the Saskatchewan Milk Marketing Board includes matters set out in s. 5 of The Milk Marketing Plan Regulations;

AND WHEREAS the Board has the power to do those things set out in ss. 5 and 7 of the *Plan*;

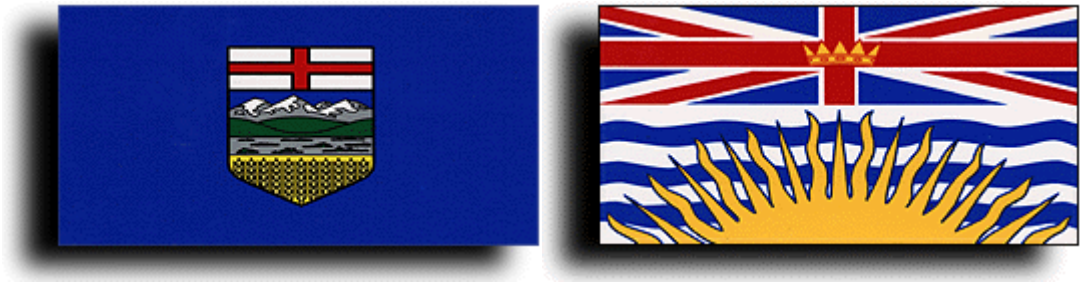
AND WHEREAS ss. 5 and 7(s) and (y) establish that the Board has the power and responsibility to control and regulate the production and marketing of milk and milk products, and to enter into agreements for the purpose of the plan, and to control and regulate the manner of distributing milk;

AND WHEREAS the Board has determined it is in the best interests of the dairy industry in Saskatchewan to adopt a harmonized yard and lane policy with western provinces;

THE SASKATCHEWAN MILK MARKETING BOARD, pursuant to the provisions of The Milk Marketing Plan Regulations and *The Agri-Food Act, 2004* hereby determines that the 'Western Milk Pool Harmonized Yard and Lane Policy' appended as Appendix 'A' is in force.

APPENDIX 'A'

Western Milk Pool



Harmonized Yard and Lane Policy

Approved April 19, 2011

Implemented by SaskMilk January 2012

YARD AND LANE POLICY

The purpose of these standards is to ensure greater farm safety and to maintain transportation efficiencies. Individual milk producers are responsible for ensuring that a safe and practical access to the milk house in all weather conditions is provided for the milk transporter and his vehicle configuration.

These standards will apply to all existing and new operations, with the minimum vehicle configuration being a tractor, tri-axle trailer combination and tractor, or B- train combinations. As changes occur in the dairy industry, larger configurations may be used to maintain and improve efficiencies.

Acquiring a producer license includes compliance with this policy.

These policies take into consideration the Dairy Industry Acts (DIA) and Dairy Industry Regulations concerning yards and transporters.

Policy Administration

Producers are encouraged to meet these standards and make the necessary adjustments themselves.
In every instance the application of this policy will be based on common sense and practical considerations.

Any farmyard or lane problem that is brought to the attention of the Provincial Milk Board staff will be dealt with on an individual basis. A staff representative will be available to act as a liaison between the producer and transporter, ensuring that all requests are within policy standards. After discussions with the producer and transporter, a Yard Report indicating any necessary changes for policy compliance will be completed. A reasonable amount of time will be granted for changes, according to each individual case.

If a producer chooses to appeal the Yard Report, a written request for appeal will be required and submitted to the Provincial Transportation Committee and the Provincial Milk Board for review.

Lane Requirements

1.1. Cross-Contamination

1.1.1. Farmyards and lanes must be kept free of manure.

1.1.2. Manure accumulations on farmyards or lanes are considered to be possible sources of contamination through soil and manure adhering to the underside of bulk milk tank trucks and truck tires. There is increasing pressure within the industry to minimize the spread of pathogens from farm to farm and from farms to processing plants. Adherence to this requirement will help eliminate the spread of these pathogens.

1.1.3. Livestock of any description shall not be allowed access to any portion of the lane or yard which is normally traveled by a bulk milk hauler.

1.2. Farm Gates and Fences

1.2.1. A gate of any type, which requires opening and closing by the milk truck driver having to leave his vehicle, is not permitted.

1.2.2. Fences must be set back a minimum of 2.43 metres (8 feet) from the edge of the lane.

1.3. Overhead Objects

1.3.1. The traveled portion of the yard and lane should be free of all overhead objects such as branches and wires to a height of 4.5 metres (15 feet) from the surface of the yard and lane. Ice and snow build-up should be taken into consideration when determining the height. As well, all porch roofs or similar structures surrounding the loading area and traveled portion of the yard and lane must be considered.

1.4. Lane Bridges

1.4.1. All bridges, culverts, and Texas-style gates should be clearly identified on all four corners where the lane meets the bridge. The weight-bearing load/capacity will depend on the length of bridge and the number of axles on the bridge at any one time. The weight-bearing load/capacity must accommodate the largest trailer assigned by the Provincial Milk Board.

1.4.2. The length of any necessary culvert will be dependent on the ditch location with respect to the driveway entrance. In addition if the type of vehicle used to pick up milk changes and has been approved by the Provincial Milk Board, then the producer must ensure that the yard and lane entrance can accommodate the new vehicle type.

1.5. Lane Entrance

1.5.1. The lane entrance must be such that it provides a safe and reasonable access for the type of vehicle operating in the area. If the type of vehicle used to pick up a producer's milk changes, and has been approved by the Provincial Milk Board, then the producer must ensure that the yard and the lane entrance can accommodate the new vehicle type.

1.5.2. The entrance should angle from the shoulder of the road so that at 12.3 metres (40 feet) in from the edge of the traveled portion of the road the width of the lane must be a minimum of 3.66 metres (12 feet).

1.5.3. The length of any necessary culvert will be dependent on the ditch location with respect to the lane entrance as illustrated in figure A.

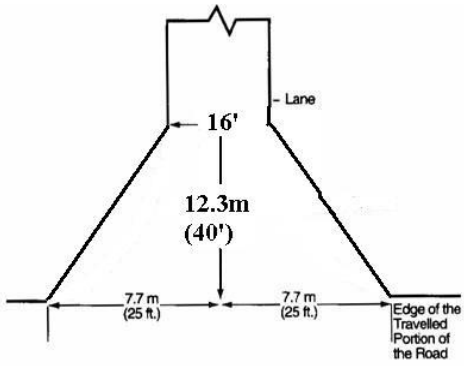


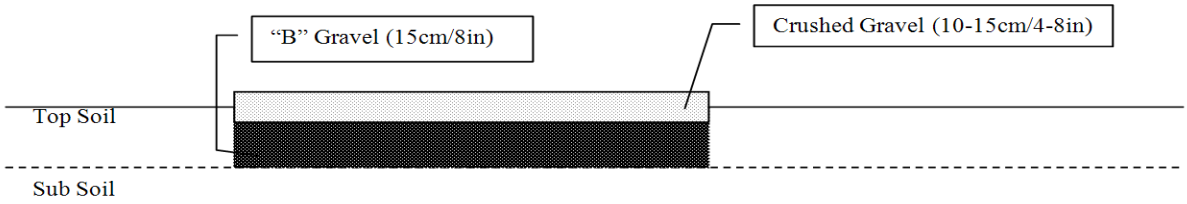
Figure A: Lane entrance

1.5.4. Minimum width of the lane entrance is 3.77 meters (12 feet), preferred is 8.8 metres (16 feet).

1.6. Yard and Lane Construction:

1.6.1. In order to provide adequate drainage and permit winds to carry snow over the laneway, the lane surface should be elevated with a gentle downward slope from the centre to each side of the lane. In addition, the lane shoulders should slope at an angle not greater than 45 degrees.

1.6.2. The entire lane and traveled portion of any yard site shall be constructed so as to provide adequate weight bearing support for a fully loaded truck or tractor trailer. For the lanes that are not acceptable the following minimum standards will be applied. However, the amount of natural drainage will determine if more, or less, granular material is required compared to the specifications shown in Figure B.



1. Remove all topsoil
2. 15cm of "B" or non-crushed gravel
3. 10-15cm 0f "A" or crushed gravel

Figure B: Lane Construction Illustration

1.6.3. For gravel yards and lanes, there must be adequate gravel. Proper construction guidelines, for those areas on which the milk truck travels, vary depending on the type of soil.

1.6.4. That portion of the yard and lane through which the milk truck travels should be constructed so as to provide adequate drainage, and prevent the build-up of mud.

1.7. Other road specifications

1.7.1. Lane Width

1.7.1.1. The minimum width of the lane is be 3.77 metres (12 feet) but the recommended is 4.88 metres (16 feet) for the entire length of the lane, and greater than this at the entrance and at points where the lane direction changes.

1.7.2. Maintenance

1.7.2.1. The lane and yard must be kept in good repair and have adequate gravel and proper drainage. It must be free of damaging potholes. In winter conditions, the portion of the driveway and yard that the tanker travels must be cleared of snow whenever necessary. Icy surfaces must be salted or gravelled.

1.7.2.2. In all weather conditions, the lane and yard must be adequate to handle the maximum weight of the loaded milk truck.

1.7.3. Blocked Access

1.7.3.1. Cars, farm trucks, farm tractors and farm implements must not be located or parked in that portion of the yard and lane which is traveled by the milk truck in the process of picking up milk.

1.7.4. Backing into a yard

1.7.4.1. For safety reasons, it is not permissible for a bulk milk hauler to reverse into or out of a farm yard or lane.

1.7.5. Turn around provisions

1.7.5.1. A suitable turn around area must be provided within the yard as close to the milk house as possible. This turn around can either be a circular or a three point turnaround, whichever form the layout of the farm permits.

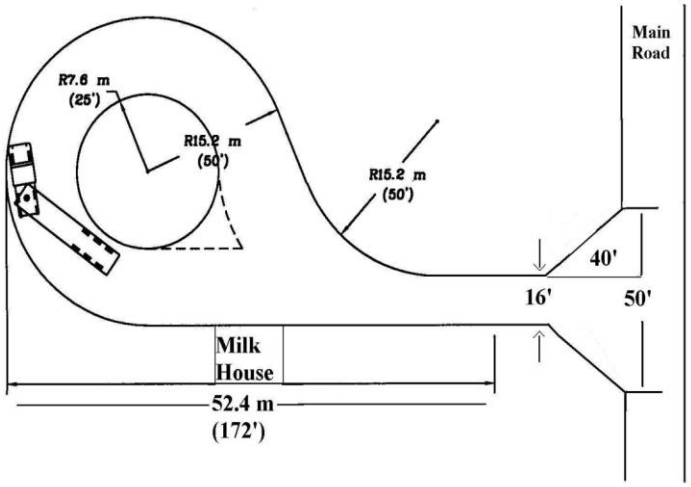


Figure C: Circular Driveway Diagram

1.7.5.2. If a circular driveway is not possible, a yard in which a milk tanker can be turned around by means of a three-point turn may be provided. An example of this type of turnaround area is shown in Figure D. The minimum width of a lane is 3.77 metres (12 feet); the recommended width is 8.8 metres (16 feet) as shown in Figure C.

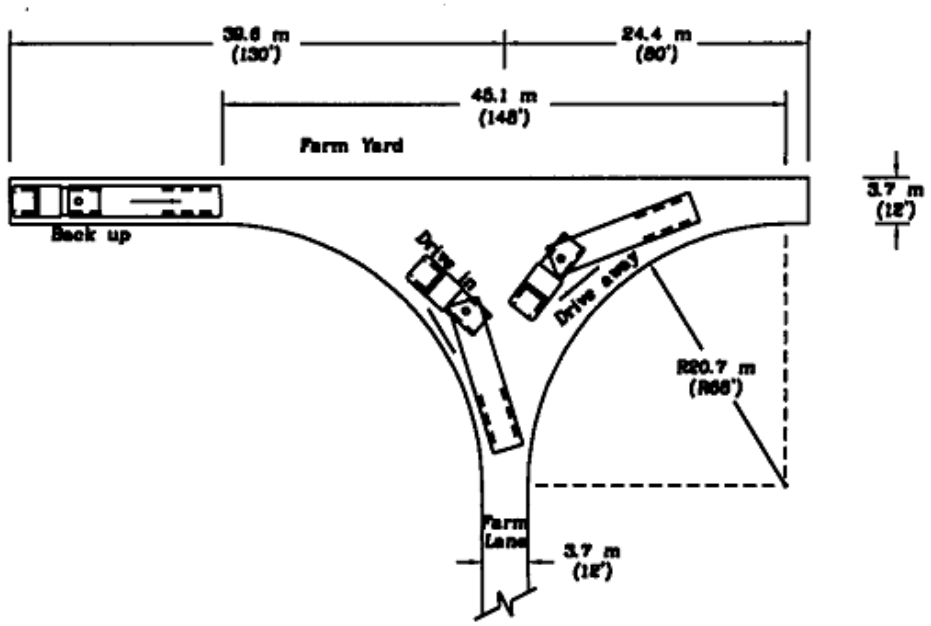


Figure D: Three Point Turn Diagram

1.8. Loading Area

1.8.1. The area of the yard where the milk truck is parked while pumping on the milk must be reasonably level and dry. The inside and outside area used by the milk hose must be clean and free from mud, manure, and other contaminants. Sufficient clearance and lighting is required for inspection and sampling of the milk and reading the measuring device. An unobstructed view from the milk house to the transfer pump compartment is required.

1.9. Electrical Outlets

1.9.1. For driver safety reasons, a grounded 20 amp electrical outlet (on the exterior wall), controlled by a bipolar switch located on the interior wall of the milkhouse is required were applicable. This must meet the requirements of the provincial code.

1.9.2. For type of plug see Figure E.

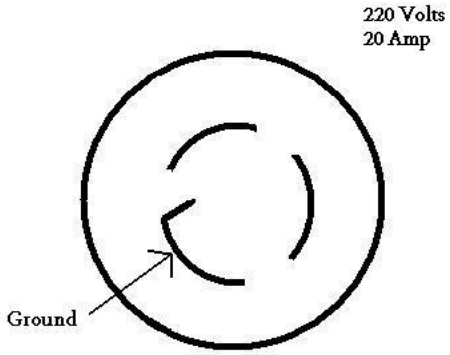


Figure E: Diagram of Electrical Outlet

1.10. Responsibility for Damages

1.10.1. When damage has incurred and a consensus cannot be reached between the hauler and the producer it will be reviewed by the Provincial Milk Board. Whoever is deemed responsible or causes the damage is responsible for the costs incurred. It is the responsibility of the milk driver to drive professionally, and the responsibility of the producer to comply with the Yard and Lane policy. If these responsibilities are compromised, then responsibility for costs or damages will occur.

Example:

1.10.1.1. Hauler cuts a corner short and becomes stuck. A tow truck is required and damage is caused to the trailer. There is ample room for the trailer to turn but due to poor judgment the driver's behalf, and the corner is cut short. The cost is carried by the hauler.

1.10.1.2. The hauler becomes stuck in the driveway. The driveway in question is compromised due to potholes and is very narrow. The driveway does not comply with the Yard and Lane policy, and the producer has been advised it is unsatisfactory. The producer is responsible for the costs.

1.11. Policy Implementation and Compliance

1.11.1. Provincial Milk Boards will be responsible for the implementation of the Yard and Lane policy within their province and are required to ensure producer compliance to this policy.