



3.35 Yards and Lanes Policy (current Policy Statement)

Policy Position:

DFNS continues to enforce the Yards and Lanes Policy to ensure milk pick-up at all farms is completed in a safe, timely, and efficient manner. Policy details are available from DFNS (*outlined below*).

3.36 Yards and Lanes Policy Grandfather Clause

In some cases, it is impractical or impossible for a current operation to meet the DFNS Yards and Lanes Policy standards due to pre-existing conditions. Farms that have made every reasonable effort to comply, but cannot due to pre-existing conditions, may apply to the Board for grandfathering consideration in respect to the specific standard identified.

Policy Position:

An active farm which has made every reasonable effort to comply with the standards but is unable to comply, may apply to DFNS to continue to operate under the grandfather clause. Under the grandfather clause, the farm may have to implement special practices to minimize the impact of not meeting the current standard. When the farm changes control or ownership, such as by intergenerational or whole farm transfer, the exemption expires. The acquiring producer may seek a continuation of grandfathering from the DFNS Board prior to a change in control or ownership. Current owners of grandfathered farms will sign an agreement indicating they acknowledge the limitations of this exemption.

Farm Yards and Lanes Policy

Effective August 1, 2003

Background:

The purpose of these standards is to ensure greater farm safety and hauling efficiencies. Dairy Farmers of Nova Scotia and producer members are responsible for ensuring that a safe and practical access to the milk house is provided for the milk transporter.

Policy Position:

This policy in effect as of August 1, 2003. In every instance the application of this policy will be based on common sense and practical considerations.

Any farm yard or lane problem which is brought to DFNS's attention will be investigated by a DFNS representative. A Farm Yard and Lane Report will be completed after the DFNS representative has discussed the matter with the producer. The report will indicate the necessary corrective action and a target completion date.

A follow-up visit will be carried out by the DFNS representative shortly after the targeted completion date. The DFNS representative will record, on their copy of the original Farm Yard and Lane Report, what action has been taken.

Failure to complete the necessary changes and comply with DFNS policy may result in the producer's milk not being picked up and/or their being asked to appear before the DFNS

Board Executive.

(a) Driveway Entrance

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, then the producer must ensure that the lane entrance can accommodate the new vehicle type.

At a point where the lane intersects with the road, the width of the lane must be 15.2 metres (50 feet). This is required in order that the truck does not have to swing across the centre line and into oncoming traffic in order to enter the lane.

The lane entrance should taper from the shoulder of the road so that, at a point 12.3 metres (40 feet) in from the edge of the travelled portion of the road, the width of the lane is a minimum of 3.7 metres (12 feet). The length of any necessary culvert will be dependent on the ditch location with respect to the lane entrance. (See Figure A).

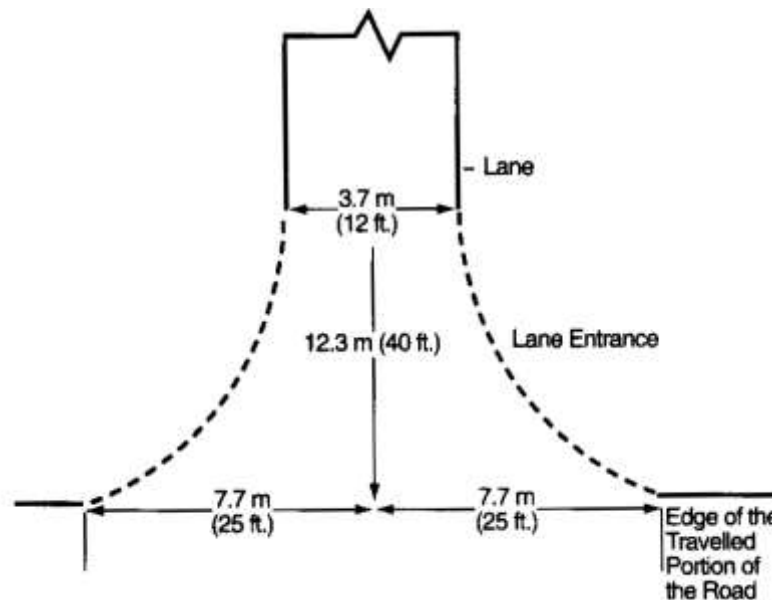


Figure A

(b) Lane Width

The minimum width of the lane should be 3.7 metres (12 feet) for the entire length of the lane, and greater than this at the entrance and at points where the lane direction changes.

(c) Fences Along Lanes

Fences should be set back at least 2.4 metres (8 feet) from the closest edge of the lane to allow for adequate snow removal.

(d) Lane Construction

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.

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 buildup of mud. Proper construction guidelines, for those areas on which the milk truck travels, vary depending on the type of soil.

(e) Backing In or Out of Lanes

The Nova Scotia Motor Vehicle Act states, "The driver of a vehicle shall not back the vehicle unless such movement can be made in safety". Backing in or out of farmyards or lanes will be permitted only where it is deemed safe.

(f) Maintenance

The driveway and yard must be kept in good repair, free of potholes and ruts. In winter conditions, that portion of the driveway and yard that the tanker travels must be cleared of snow whenever necessary. The driveway edges should be clearly marked. Ice surfaces must be salted or sanded, especially on steep inclines.

(g) Farm Gates

A gate of any type which requires opening and closing by the transporter in the process of picking up the milk is not permitted under normal circumstances.

(h) Lane Bridges

All bridges, culverts, and Texas-style gates should be clearly identified on all four corners where the lane meets the bridge. The weight-bearing capacity must meet the maximum weight of the loaded milk truck.

(i) Blocked Access

Cars, farm trucks, farm tractors, farm implements, and other obstructions must not be located in that portion of the yard and lane which is travelled by the milk truck in the process of picking up milk.

(j) Overhead Objects

The travelled 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.

(k) Turnarounds

An adequate truck turnaround area, or other such arrangement, must be provided on the farm as close to the milk house as possible so that the truck does not have to back up on the lane. The following examples identify two types of truck turnarounds:

A circular turnaround area (Figure B) is the safest type of turnaround in that it allows a milk truck to turn, in the yard, minimizing the need to back up the vehicle.

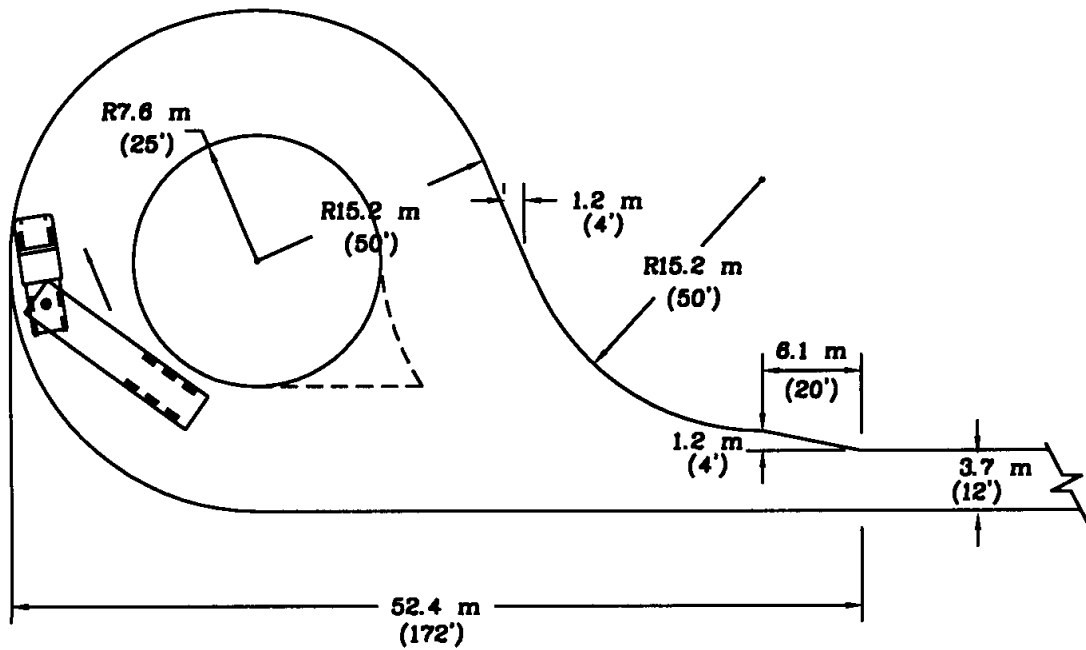


Figure B

If a circular driveway is not possible, a yard in which a milk truck can be turned around by means of a three-point turn can be provided. An example of this type of turnaround area is shown in Figure C.

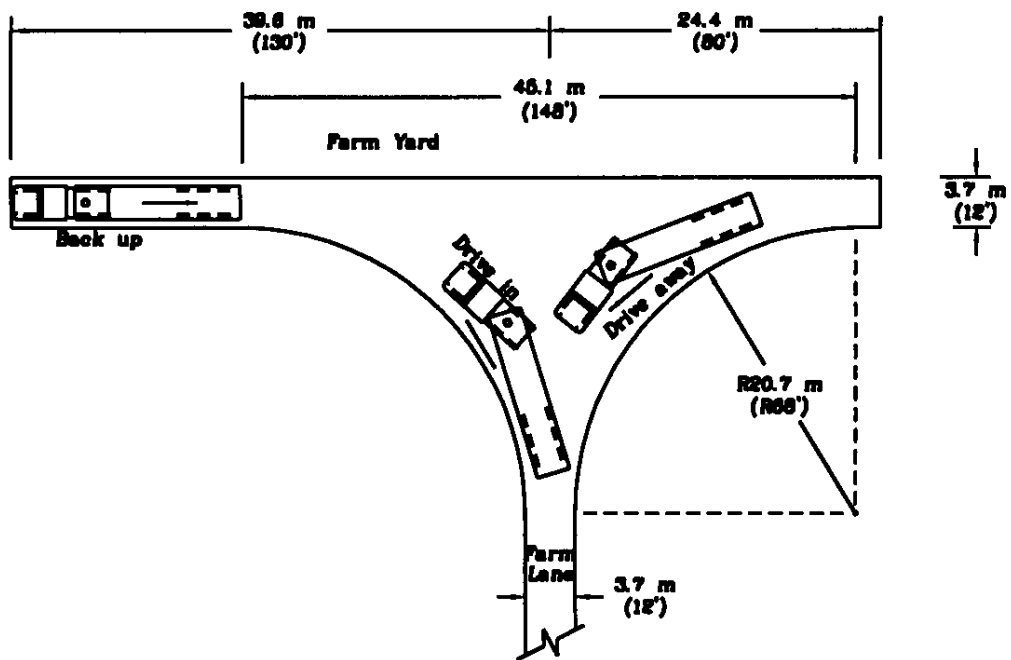


Figure C

(I) Cross-contamination

Farmyards and lanes must be kept free of an accumulation of manure. Livestock may be

driven across, but must not have unlimited access to that portion of the yard and lane travelled by the milk transporter. Manure that may accumulate in yards and lanes as a result of livestock in the area or by falling from a manure spreader must be removed prior to the arrival of the milk truck. Livestock is not permitted in the truck loading area.

Inadequate and poorly maintained farmyards and lanes are considered to be a possible source 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 reduce the spread of these pathogens.

Seepage from silos must not be allowed to drain across the route the milk transporter travels. Silage seepage sticks to transporter tires and can cause serious odour contamination at the processing delivery point.