BC milk MARKETING BOARD

MILK PICKUP POLICY

The purpose of this policy is to promote farm safety, quality assurance and hauling efficiencies. Producers are responsible for ensuring that the transporter has safe, clean, and practical access to the milk house.

The MILK PICKUP POLICY is divided into five distinct sections:

1. Driveway Requirements for which all milk producers **must** be in compliance; and
2. Standards and Guidelines that producers may be required to comply with depending on circumstance.
3. Milk pickup charges
4. Freight Zones
5. Train Accessibility Discount Policy

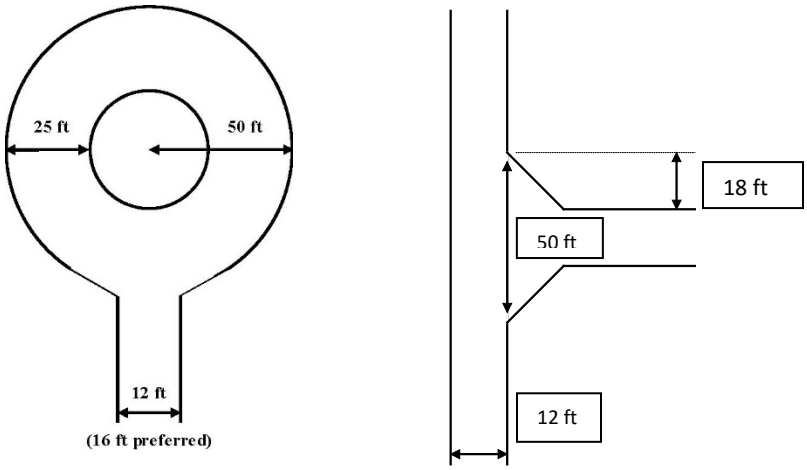
Driveway Requirements

CROSS CONTAMINATION

- Driveways and milk loading areas must be kept free of manure and mud.
- Livestock may be driven across but must not have unlimited access to that portion of the driveway travelled by the milk tanker.

DRIVEWAY ACCESS

- For safety reasons, it is not permissible for a milk tanker to back in or out of farmyards.
- An adequate drive through or turnaround area must be provided on the farm.
- Backing up a milk tanker in the yard is not desirable.
- A circular turnaround area is the safest type of maneuver that allows safe entry and exit of the tanker.
- A gate that requires opening and closing by the milk tanker driver is not permitted.
- 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 is required.



Standards and Guidelines

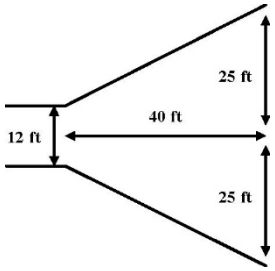
The following provisions are guidelines and may be enforced for safety purposes or to facilitate milk pick-up. Producers may be required to comply with any or all of the provisions in this section.

DRIVEWAY ENTRANCE

- The driveway entrance must provide a safe and reasonable access for the type of vehicle operating in the area. If the type of vehicle used to pick up milk changes, the producer must ensure that the driveway entrance can accommodate the new vehicle.
- Where the driveway intersects with the road, the width of the driveway should be 50 feet so that the tanker does not have to swing across the centerline and into oncoming traffic while entering the driveway.

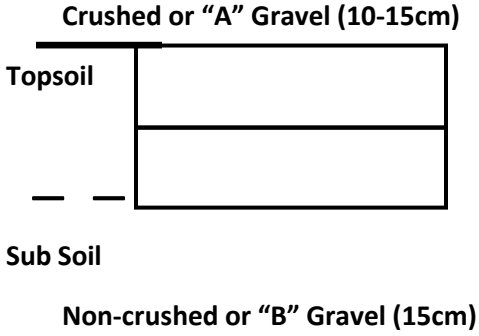
The driveway entrance should taper from the shoulder of the road so that at a point 40 feet in from the edge of the travelled portion of the road, the width of the driveway is 12 feet minimum (16 feet preferred).

The length of any necessary culvert will be dependent on the ditch location with respect to the driveway entrance.



DRIVEWAY CONSTRUCTION

- An example of the type of driveway construction that might be used for building a turnaround is shown below. However, the amount of natural drainage will determine if more or less granular material is required.
- Remove all topsoil before applying non-crushed and crushed gravel.



DRIVEWAY BRIDGES

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

FENCES ALONG DRIVEWAYS

- Fences should be set back at least 8 feet from the closest edge of the driveway to allow for adequate snow removal and reduced drifting.

OVERHEAD OBJECTS

- The driveway and yard area should be free of wires and tree branches to a height of 14 feet. Ice and snow build up should be considered when determining the height.

BLOCKED ACCESS

- Cars, farm implements, and other obstructions must not be located or parked in that portion of the yard and driveway that is travelled by the tanker.

LOADING AREA

- The area of the yard on which the tanker is parked while picking up milk must be level, free of mud and manure, and reasonably dry.

MAINTENANCE

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

Milk Pick-up Charges

In addition to the applicable freight rates, milk deliveries are subject to the following charges:

- Stop Charge of $8.00 per pick-up. The Stop Charge recognizes the time spent by the transporter for these services:
    - Reading and recording bulk tank dipstick measurement
    - Agitating milk in bulk tank and collecting milk sample
    - Connecting and disconnecting milk line
- Extra Pick-up Charge, Emergency or Special Non-Scheduled extra Pick-up Charge as described below

Special pickups - $250 per pickup

The minimum cost of special pickups, non-scheduled pickups, or emergency pickups is $250 per pickup. Please note, consistently scheduled pickups that occur other than every other day will remain at the everyday pickup charge of $150 (and increasing charges per tiered schedule as per below).

Daily pickup – Tiered schedule (effective March 1st, 2027)

Months	$ Per Pickup
1-3	150
4-6	300
7-9	450
10 onwards	600

Any producer wishing to go on to a daily pickup schedule must give two weeks' notice to the BCMMB and must remain on daily pickup for at least one month, two weeks' notice must also be given to come off daily pickup. If TWO WEEKS NOTICE is not given, these extra pickups would be considered "special pickups" and will be charged at the minimum rate of $250 per extra pickup.

The Extra Pick-up Charge covers the extra cost of dispatching a transporter to an area that has the majority of its producers on every other day pick-up schedule.

Freight Zones

The following freight zones have been established for determining within-quota and over-quota freight rates:

(1) Fraser Valley

(2) Vancouver Island

(4) Bulkley Valley & Cariboo

(6) Kootenays

(7) Okanagan

(8) Peace River

The pooled provincial freight rate applies to all within-quota milk deliveries for producers situated in Zones 1 through 8. Over-quota freight rates for producers in Zones 1 through 8 are published in Schedule 7 to the British Columbia Milk Marketing Board Consolidated Order.

Train Accessibility Policy & Penalty

Producers with train accessible driveways and yards, as well as access to the farm, are eligible for these discounts:

Monthly Shipment Volume	Discount $/HL
0-200,000 L	$0.45
200,000 L and above	$0.60

In order to be considered Train Accessible, a farm must meet the following requirements:

- Meet all yard and driveway requirements, as well as all standards and guidelines outlined in the "Milk Pickup Policy"
- Access to the farm via roadways, bridges, ferries or other means must provide safe passage for trains that does not jeopardize the safety of the Bulk Tank Milk Grader, the transportation equipment, or the public
- The opinion and safety analysis of the professional driving fleet will be consulted when considering Train Accessibility to the farm
- Roads must be regularly maintained by the Ministry of Transportation, or other regional authority, and deemed at minimum a school route or minimum of class C winter highway classification
- To be considered for the Train Accessibility discount, a farm must be accessible by train year-round. A farm will not be considered Train Accessible if the use of trains is not reasonable throughout winter or only accessible seasonally (extreme weather conditions excepted).

As of November 1, 2028, producers will be charged these penalties for being NON b-train accessible:

Monthly Shipment Volume	Penalty $/HL
0-200,000 L	$0.45
200,000 L and above	$0.60

Emergency Milk Disposal Policy

In rare circumstances, milk cannot be picked up from a farm, cannot be transported, or cannot be processed due to exceptional circumstances. When the BC Milk Marketing Board makes the decision to dispose of raw milk, they may invoke this policy and dispose of or direct a licensed producer to dispose of raw milk or milk components. An exceptional circumstance occurs due to natural disasters, weather related events, or may refer to one of the following circumstances when the BCMMB deems it appropriate:

a. Hauling capacity constraints
b. Processing capacity constraints
c. Any other reason for which it is required that the BCMMB dispose of, or direct a producer to dispose of, raw milk or milk components due to constraints in the supply chain.

Producers are expected to do everything in their control to ensure the safe and convenient pickup of their milk, including proper care and maintenance of their yards and roadways. The producer will be credited with shipping the milk, compensated for it, and the pool will share in the cost of the lost milk only in the case the BCMMB, at its discretion, invokes this policy.

Emergency Milk Disposal Compensation

If the above qualifications are met and a producer is asked to dispose of their milk, a producer will be compensated the pool rate for milk disposed of. The producer will be charged any and all transportation rates, fees, or levies, as if the milk was shipped. However, due to the additional costs, time, and resources associated with milk disposal on farm, the pool will compensate a producer who was asked to dispose of milk at a rate of $0.01/Litre.

The Emergency Milk Disposal Policy and the associated compensation for disposed milk does not include milk that is disposed for any of the following reason:

- Quality related issue like smell, colour etc
- BTMG milk rejection
- Antibiotic rejections
- On farm equipment failures
- Barn Fire or flood
- Lack of bulk tank storage, less than 3 days holding capacity
- Individual farm access constraints, such as: poor road conditions, fallen trees, fallen powerlines, cancelled ferry service, etc.
- Other milk pickup suspensions as directed by governmental organisations or health authority

If you have any questions or concerns, please contact Chantale Frost-Gill at 604-854-4478 or cfrostgill@bcmilk.com, or Intishar Jashim at 604-854-4476 or ijashim@bcmilk.com