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Examination Details:

Paper Title:	September 2023 Series R2 (Road Haulage) Case Study
Paper No:	CPCR1923
Date of Examination:	8th September 2023 13:00 – 15:15

Time allowed: 2 hours 15 minutes**You must have:**

- This case study.
- A question/answer booklet.

You may use:

- A calculator.
- A dictionary.
- Any permitted written materials.

Instructions:

- Use the case study information to answer all the questions.
- Write your answer to each question in the space provided in the question/answer booklet. If you need extra space, extra pages are available at the end of the question/answer booklet. The question numbers must be clearly shown.
- If you have used the extra pages available, additional paper may be used if required but you must clearly show your name, date of birth and question number(s).
- Answer all the questions.

Information:

- The total mark for this paper is 60.
- The marks for each question are shown in brackets () in the question/answer booklet.
- This document has 4 pages.
- Assessment material has been prepared in line with legislation current at the time of production. Any subsequent changes to legislation have not been taken into account, however, responses that refer to amended legislation will be credited.
- Covid-19: Candidates will not be questioned on any temporary rules introduced due to Covid-19. Answers that reflect such measures will not be credited.

Background

You are one of the nominated transport managers for Walvingham Haulage plc (WH). You are based at the company's head office at its operating centre in Walvingham.

WH operates from the centres set out in the following table and it holds Standard International operator licences in the relevant Traffic Areas. At some operating centres, WH's vehicles are maintained in high-quality in-house workshops and others are maintained at main dealers under contracts.

WH has a perfect record of compliance with its operator licences and all Operator Compliance Risk Scores are 'green'.

Traffic area	Operating centre	Vehicles authorised	Vehicles operated	Trailers authorised	Trailers operated
East of England	Leicester	14	12	11	9
	Nottingham	11	11	5	5
London and the south east	Leyton	5	4	5	4
	Dover	20	18	20	15
North east of England	Ashington	12	12	12	12
North west of England	Wigan	9	9	3	3
Scotland	Aberdeen	16	12	10	8
West Midlands	Walvingham	37	34	17	15
West of England	Bristol	11	11	10	10

WH Company policies

- Drivers must be scheduled to complete a 15-minute vehicle walk round check at the start of every shift (the end of every rest period).
- Driver breaks and rest periods must be taken as late as possible, for the shortest possible time. However, drivers are required to take breaks when they are travelling on ferry journeys of less than 3 hours and when a day's work has been completed.
- None of the company's vehicles are permitted to carry regulated dangerous goods.
- All of WH's drivers have signed workforce agreements, opting out of night working time limits.

Future plans and events

Staff changes

- WH has decided to appoint its first marketing director and Alana Smith will take up the post on 1st October 2023. She will be one of the company's statutory directors.
- The nominated transport manager for the company's Aberdeen operating centre leaves the company on 30th September 2023. Her replacement joins on 1st October 2023.

Vehicle changes

- One of the articulated combinations based at the Wigan operating centre is surplus to requirements and will be sold on 1st October 2023. It will be replaced by an 18,000kg GVW rigid lorry, to be based at nearby premises owned by the customer for whom its work will be completed.
- A new 7,500kg GVW lorry is to be acquired on a 3-year contract hire, to be based at the company's Nottingham operating centre from 1st October 2023.
- An 18,000kg GVW rigid lorry based at the Aberdeen operating centre has developed a mechanical fault that will keep it from being used for one month. A similar lorry from the Walvingham operating centre will be sent to Aberdeen today, to return to Walvingham by the end of October 2023.
- One of the articulated combinations based at the Dover operating centre is under-utilised and is to be transferred permanently to the Leyton operating centre.

Contract offers

1. WH has been offered a profitable contract to transport regulated dangerous goods within the UK for Walvingham Chemicals plc, one of its important customers. WH's board of directors has decided to continue the company's policy of not carrying such loads but also to accept the contract offer. You have been asked to identify suitable hauliers that could complete the work as subcontractors to WH, in vehicles less than three years old, with the minimum risk to WH's reputation.
2. Vehicles based at WH's Bristol operating centre have been collecting loads from a customer in Cardiff. This work has increased to the point that the customer has now offered a long-term contract that will require WH to transfer one vehicle from its Bristol operating centre. The vehicle will be based at a yard to be rented in the Welsh city from 1st December 2023 and will operate from there for at least two years. Cardiff is in the Welsh Traffic Area.

Vehicle maintenance

WH is determined to continue its excellent vehicle compliance record. The Group Transport Manager has asked you to review the vehicle safety inspection procedures across all of the company's operating centres. You are to follow the guidance provided in the recently updated DVSA Guide to Maintaining Roadworthiness.

Driver returning from France

Bill Brown is driving an articulated combination with a sleeper cab. He completed a weekly rest period on Tuesday of this week, loaded goods in Aberdeen and then drove to France, arriving at Calais mid-morning on Wednesday. He delivered goods to Metz (France) before collecting return loads from other French cities that are due to be delivered to customers near Cambridge and Kirkcaldy. Also, some of the goods are to be unloaded at WH's Ashington operating centre.

Bill will arrive at a secure parking facility 15km from Calais ferry port at 21.00hrs today (local time) and will take a daily rest for the shortest possible time before resuming his journey.

Bill will have driven 2,520km when he arrives at the secure parking facility. His driving and daily rest activities this week up to his arrival at the facility at are set out in the following table.

	Tuesday	Wednesday	Thursday	Friday
Driving	10 hours	8 hours	10 hours	8 hours
Rest	10 hours	12 hours	9 hours	
Shift length	14 hours	12 hours	15 hours	

On completion of his rest period, Bill will drive for 20 minutes to Calais ferry port and immediately embark onto a ferry. Details of his planned journey are set out below.

- Embarking on to the ferry will take 10 minutes, to be treated as driving time for 1km.
- The Channel crossing to Dover will take 1 hour and 30 minutes.
- Disembarking the ferry will take 10 minutes, to be treated as driving time for 1km.
- The distance from Dover ferry port to the Cambridge customer is 180km, average speed 60kph.
- Unloading goods at the Cambridge's customer's premises will take 20 minutes, the driver to assist.
- The distance from the Cambridge customer to WH's Ashington operating centre is 400km, average speed 75kph.
- Goods will be unloaded at WH's Ashington operating centre by local staff and the driver is not required to assist.
- The distance from WH's Ashington operating centre to the Kirkcaldy customer is 240km, average speed 80kph.
- Unloading goods at the Kirkcaldy customer's premises will take 30 minutes, the driver to assist.
- The distance from the Kirkcaldy customer's premises to WH's Aberdeen operating centre is 150km.

The Kirkcaldy customer needs to be advised of the time when the goods are to be delivered.

Costing information relevant to the six-day journey is set out below.

- Driver wage costs: £15 per hour for the first 8 hours in a shift.
Driver overtime costs: £22.50 for each hour over 8 hours in a shift.
(Bill is expected to work shifts of 10 hours today (Friday), 12 hours tomorrow (Saturday) and 9 hours on Sunday.)
- Driver rest period allowance, per rest taken outside the UK: €40 (€1 = £0.86).
- Other standing costs for the articulated combination, per day: £150
- Running costs, per km: £0.51
- Return ferry fares: £650
- French tolls: €140
- UK tolls: £20.80