

*The envelope, which contained this paper, will have been cut open in front of you.*

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**Examination Details:**

<b>Paper Title:</b>	<b>December 2023 Series R2 (Road Haulage) Case Study</b>
<b>Paper No:</b>	<b>CPCR21223</b>
<b>Date of Examination:</b>	<b>08/12/2023 13:00 - 15:15</b>

**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, use the lined page(s) at the end of the question/answer booklet. The question numbers must be clearly shown.
- 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 5 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.

### Background

Christine Jones and her sons Aaron, Brian and David are the partners in AtoD Transport and Warehousing (“AtoD”). The partnership holds a Standard International operator licence authorising four vehicles and three trailers. The only people working in or for the business are the four family member partners and two other employees.

#### The partners

**Note:** except as detailed in this case study, none of the partners and employees holds any qualifications or have done any training.

**Christine** manages the partnership’s warehouse at its operating centre in Ebbw Vale and is responsible for partnership administration matters, including keeping VAT records and submitting VAT returns, keeping vehicle maintenance and RIDDOR documents and all insurance certificates. She holds a lift truck training certificate, issued in 2020 and her highest driving entitlement is to Category C1E, with code 107 restriction. She does not hold a Driver Qualification Card.

The warehouse has one forklift truck, usually operated by Christine’s assistant Eric Hodges. Eric holds a lift truck training certificate, issued in 2020.

**Aaron** manages the general haulage side of the business from the Ebbw Vale operating centre. He is responsible for operator licence compliance as the named transport manager. He holds a certificate of professional competence, issued in 2019, and his highest driving entitlement is to Category CE. His Driver Qualification Card was issued in November 2022.

He operates one 40,000Kg GTW articulated combination and one box-bodied 18,000Kg GVW lorry with sleeper cab, both carrying operator licence discs, and one 2,700Kg GVW van.

**Brian** manages the plant hire operation for the partnership, based at the Ebbw Vale operating centre. He is assisted by Frank Davies, who is qualified to maintain the stock of plant for hire.

Brian uses one 26,000Kg GVW flatbed lorry fitted with a crane to collect and deliver hired plant. He holds a lorry mounted crane operator’s certificate, issued in 2020, and his highest driving entitlements are to Categories BE, C1E and C. His Driver Qualification Card was issued in November 2022.

**David** manages the transport of regulated dangerous goods for the partnership. He is also based at the Ebbw Vale operating centre, from where he operates one curtain-sided 18,000Kg GVW lorry, fitted with an orange-coloured plate to the rear. The vehicle was purchased new and put into service in November 2022.

David’s ADR qualification card was issued in November 2019 and his highest driving entitlement is to Category C. His Driver Qualification Card was issued on 25 November 2018 and he has completed 28 hours of Periodic Training.

### Recent events

**Note:** except as detailed in this case study, no applications, reports or notifications were submitted and no documents or records kept or carried in vehicles, relating to the following events.

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### Delivery to Ireland

In November 2023, Aaron drove the 2,700Kg GVW van, fitted with a 'GB' sticker, from Ebbw Vale to Ballymakeigh in the Republic of Ireland, delivering goods for a customer.

He carried an envelope containing all the personal and vehicle-related documents required and a standard AtoD delivery note that detailed the load, but he was not asked to produce any of these. Information from Aaron's Record Book, manual tachograph entries and journey notes provide the following schedule for the completed round-trip journey:

Start time	Finish time	Activity
06.00	06.30	Vehicle check and loading
06.30	08.25	Drive 105km to Fishguard port
08.25	08.30	Embark (driving time)
08.30	12.00	Ferry crossing to Rosslare, Ireland, break in cabin
12.00	12.05	Disembark (driving time)
12.05	15.00	Drive 154km to Ballymakeigh
15.00	15.10	Unload
15.10	18.05	Drive 154km to Rosslare port
18.05	18.10	Embark (driving time)
18.10	21.40	Ferry crossing to Fishguard, break in cabin
21.40	21.45	Disembark (driving time)
21.45	23.40	Drive 105 km to Ebbw Vale, finish

- The driving distances include embarking onto the ferries, immediately before departure and disembarking on arrival at the destination ports.
- Ferry departures from Rosslare to Fishguard are available every three hours, using Stena Line.

### Warehouse accident

On 13 November 2023, a loaded pallet fell from the forklift truck that Eric was operating, falling on Christine who was passing by at the time. Christine suffered a broken arm, diagnosed and treated at the local hospital.

### Hire of mini digger

On 15 November 2023, Brian had agreed to hire out one of the partnership's 1,500Kg mini diggers to a customer. On the day, the flatbed lorry had two flat tyres and a hire company delivered a 7,500Kg GVW lorry with a 2,500Kg GVW trailer to allow the work to be completed. The trailer's load bed was 1 metre high and its ramp was damaged. To load the 2.5 metre high mini-digger, the vehicle was positioned next to the flatbed lorry and Aaron assisted by operating the crane to lift the mini-digger on to the trailer, supervised by Brian.

There were no suitable anchor points to strap the mini-digger to the trailer, but Brian decided that 1,500Kg mini-digger was stable enough to permit the delivery, and persuaded Christine to drive the loaded vehicle to the customer while he watched the load. Brian returned the hired vehicle and trailer to its supplier on the same day, recording the journey using his digital tachograph card, having made manual entries for the earlier activities.

### Dangerous goods delivery

On 29 November 2023, David accepted a delivery of regulated dangerous goods, due to be delivered for a customer on the following day. He enlisted Eric's help to unload the packages using the forklift truck and store the goods in the warehouse overnight.

### **Upcoming events**

- Christine has arranged a meeting with an insurance broker to discuss policies that the partnership should hold. The business already holds legally required insurance policies and property insurance, including cover for fire and flood risks.
- Aaron has an appointment with the customer from Ireland, for whom he recently completed a delivery using the 2,700Kg GVW van. The customer requires a quotation for a second delivery to Ballymakeigh, this time requiring the box-bodied 18,000Kg GVW lorry.
- Aaron has signed a contract to transport and dispose of waste packaging from a local retailer's premises, once every week, starting in January 2024. Aaron has already applied for a waste carrier registration.
- David and Christine are booked on to an ADR course, starting next week. For David, the course qualifies for seven hours of Periodic Training.
- The curtain-sided 18,000Kg GVW lorry is booked in for its first MOT test on Thursday of next week. It has been in daily use, driven by David, and will be prepared for the test next Tuesday.
- The partners have agreed that it would be beneficial for the business to convert to limited company status. Aaron and Christine have volunteered to complete the necessary processes to form a company. The partners intend to complete the change and start operating as a limited company by the end of January 2024.

### **AtoD Company policies**

- Drivers must be scheduled to complete one vehicle walk round check every day, at the start of every shift.
- Driver breaks and rest periods must be taken as late as possible, for the shortest possible time. Drivers are required to take advantage of the interrupted rest provisions when the journey includes a ferry crossing, if doing so reduces the overall journey time.
- All of AtoD's drivers have signed workforce agreements, opting out of night working time limits.

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### Costing information

The following costing information applies to the partnership's 18,000Kg GVW box-bodied lorry.

Purchase price in August 2023	£85,000
Reducing balance annual depreciation rate	12%
Days in use, per year	240 days
Other standing costs per day (including driver costs)	£200
Fuel price per litre	£1.25
Fuel consumption	10km per litre
Tyre set cost	£3,500
Expected tyre life	50,000km
Maintenance costs per km	£0.22
Ferry return fare	£914

Note: All standing costs are to be calculated at the full daily rate for each day or part thereof.