

September 2024 Series R2 (Road Haulage) Case Study

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Examination Details:

Paper Title:	September 2024 Series P2 (Road Haulage) Case Study
Paper No:	RCS0924S
Date of Examination:	6th September 2024 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, 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 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.

Background

You are the transport manager for Walvingham Deliveries Limited (“WDL”).

WDL operates a fleet of two 40,000Kg GVW articulated combinations, five 18,000Kg GVW rigid lorries and one 3,500Kg GVW van with a 1,000Kg GVW trailer, all based at WDL’s only operating centre in Walvingham, with vehicle maintenance completed on-site.

Each of the lorries is fitted with a single bunk and displays a green operator licence disc. One of the semi-trailers and one rigid lorry are fitted with refrigeration equipment.

WDL’s drivers

WDL employs seven drivers, all of whom hold current Driver Qualification Cards and digital tachograph driver cards. Don and Eric also each have a current ADR driver’s qualification.

The table below shows the employees’ highest driving entitlement and the driving hours and shift length in hours required for the work already scheduled for Monday to Thursday next week. All of the drivers are scheduled to complete Regular Weekly Rest periods over the coming weekend.

Driver name	Highest driving entitlement	Monday		Tuesday		Wednesday		Thursday	
		Driving hours	Rest hours	Driving hours	Rest hours	Driving hours	Rest hours	Driving hours	Rest hours
Alan	C	10	9	6	13	9	9	10	9
Bob	C	10	9	8	12	9	11	9	11
Clare	CE	4	14	6	13	10	10	8	12
Don	BE	4	14	5	14	4	14	3	15
Eric	C	9	12	9	12	9	11	9	12
Fay	CE	8	9	10	9	8	12	10	9
Gill	C	10	9	9	10	10	9	9	12

Work scheduled for Friday of next week

WDL's route planner has supplied the following information about the driving hours and shift length in hours required for the work to be scheduled for Friday of next week.

Route	Delivery information	Driving hours required	Shift length required
1	12,000Kg of palletised ambient temperature foodstuffs to Birmingham	5	10
2	3,000Kg of regulated dangerous goods to Bristol, comprising packaged flammable liquids	8	11
3	13,000Kg of palletised chilled foodstuffs to Cardiff	10	12
4	4,000Kg of palletised machine parts to Middlesbrough	9	14
5	800Kg of computer printer paper to Wolverhampton	7	8
6	8,000Kg of frozen foodstuffs to Koblenz, Germany	To be determined	To be determined

Koblenz delivery

The consignment of frozen foodstuffs destined for Koblenz, Germany will be made available to WDL'S driver at the Walvingham operating centre on Friday of next week. The vehicle allocated is an 18,000Kg GVW lorry, which will be made available to the driver at 08.30hrs on that day. The German customer insists that unloading at Koblenz must commence no later than 13.00hrs local time next Saturday.

Your initial research has disclosed the following relevant information:

- The delivery is to be single-manned.
- Loading the vehicle at Walvingham will take 30 minutes, to be completed immediately after the 15-minute vehicle walkround check that is required by company policy at the start of every shift.
- Walvingham operating centre to the Dover Ferry Terminal is 120Km.
- Ferry departures at Dover are available on the hour and every 15 minutes thereafter.
- The crossing from Dover to Calais takes 1½ hours. No cabin is to be booked for the driver.

- Calais Ferry Terminal to the Koblenz delivery point is 600Km.
- Check-in/embarkation at Dover and disembarkation at Calais take 30 minutes each, to be scheduled as driving time.
- An average speed of 60Kph applies to the entire road journey.
- On completion of the delivery, the driver is to take a rest period in a Koblenz hotel, 5 Km from the delivery point, before returning to the UK on Monday morning of the following week. WDL has already accepted an order to deliver a return load from Koblenz to the UK.

Costing information

Cost item	18,000Kg GVW lorry	40,000Kg GVW combination
Standing costs per vehicle per day	£150	£150
Driver cost per day	£135	£145
Number of tyres per vehicle	6	18
Cost per tyre	£200	£250
Tyre life span	40,000Km	50,000Km
Maintenance cost per kilometre	£0.37	£0.25
Fuel cost per kilometre	£0.44	£0.47
Ferry crossing cost (one way)	£350	£400
Koblenz hotel cost, per driver per night	€120	
Driver allowance per rest period in a vehicle	€45	
Exchange rate	£1 = €1.20	

Notes to costing information

- Standing costs and driver costs are not applied to rest days.
- The German customer is to be charged for the outward journey to Koblenz, only. This includes the cost of the driver's two-night overnight hotel stay.

New operating centre

The Walvingham operating centre is close to capacity and the company intends to open a second operating centre in January 2025, 10Km away in Brighton, which is in the same Traffic Area as Walvingham. The articulated combinations are to be based there. To ease the pressure on WDL's workshop, maintenance of the tractor units and semi-trailers will be contracted to a local garage.