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Examination Details:

Paper Title:	June 2023 Series R2 (Road Haulage) Case Study
Paper No:	CPCR2623
Date of Examination:	9th June 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 the Transport Manager for Walvingham Haulage Limited (WH).

WH has operated from its owned operating centre in Walvingham since 2009. The company's vehicle fleet comprises rigid lorries and a number of articulated combinations, including some with tanker semi-trailers, used for transporting dairy products. The vehicles are maintained at the company's in-house workshop.

WH holds a Standard International operator licence.

WH employees

As well as yourself, the company employs the following staff:

Managing Director	2 Workshop Fitters
Sales Manager	Accountant
Sales assistant	4 Transport office staff
Office Manager	16 Drivers
Assistant Office Manager	2 Tank Wash Operators
Workshop Manager	Yard shunter

Company Policies

- Drivers must complete a 15-minute vehicle walkround check at the operating centre at the start of every journey.
- Driver breaks and rest periods are to be taken as late as possible, for the shortest possible time. However, drivers are required to take breaks when they are not required to assist with tank washing.
- Drivers are required to assist with all loading and unloading of vehicles and testing of dairy products.

Dairy collection and delivery route

WH operates daily (Monday to Sunday, inclusive) collections of fresh milk from its customer, Fairweather Farm, delivering to Dairy Products of Pilkington Ltd (DPP). On Mondays to Fridays, inclusive, the articulated tanker vehicle used for these milk deliveries, also collects cream from DPP to deliver to Treblig Pastries plc. WH invoices the cream deliveries to DPP.

After unloading the milk at DPP's premises, the single-manned vehicle is driven to a tank wash, where cleaning takes 30 minutes. The driver is required to stay in the canteen provided while tank wash staff work on the vehicle. After cleaning, the vehicle returns to DPP to load the cream.

Testing milk at the farm before loading must begin at 07.45hrs and takes 15 minutes; testing it on arrival at DPP takes 20 minutes; and testing the cream on arrival at Treblig Pastries plc takes 20 minutes. When unloading has been completed at Treblig Pastries plc, the vehicle returns to the operating centre. The tank is cleaned again at the operating centre, by one of the tank wash operator employees.

Each tank loading operation takes 20 minutes and each unloading operation takes 30 minutes.

Distances and average speeds:

	Distance	Average speed
Operating Centre – Fairweather Farm	25km	50kph
Fairweather Farm – DPP	45km	60kph
DPP – tank wash	10km	60kph
DPP – Treblig Pastries plc	140km	70kph
Treblig Pastries plc – operating centre	35km	60kph

Fairweather Farm

The weekday milk collections from the farm have usually been completed by the same WH driver (Alan) and weekend collections by an agency driver. This work represents only a very small part of WH's business and the route does not fit well with other milk tanker routes.

Also, the relationship with the farm owner has been difficult, but Alan gets on with him very well. Alan has made the following proposal:

- Alan will resign from WH on 31 July 2023. He will take over the daily milk collections at Fairweather Farm on 1 August 2023, adding an afternoon collection. He will use agency drivers as necessary. He will invoice the farm and collect payments.
- The articulated combination used for this work was purchased new on 1 August 2020, for £96,000. It is depreciated at 15% per year. Alan will pay a monthly rental for the exclusive use of this vehicle, based on its book value on 1 August 2023. The vehicle will continue to be parked at WH's operating centre and will be maintained by WH.
- Alan will pay for vehicle insurance and tax, fuel, any agency drivers and tyre costs. He will also pay you a monthly amount for compliance work, that you will do for him.
- WH will continue with the DPP work, using other vehicles and drivers.

Delivery to Breda

WH has contracted to deliver goods to Breda in the Netherlands. You are to prepare a plan for this journey and you have completed some initial research.

WH's Sales Manager is confident that further work can be secured for the return journey from the Netherlands, but no details are available at this time. Return routeing and costs will be calculated when this information is confirmed.

You have identified three Channel crossings that might be suitable for the outward journey, routeing by ferry from Harwich to Hook of Holland; by ferry from Hull to Rotterdam; or using Le Shuttle through the Channel Tunnel.

	Harwich – Hook of Holland	Hull – Rotterdam	Le Shuttle
Departure time from Walvingham operating centre	22.10hrs	20.00hrs	23.30hrs
Time on board ferry/train	8 hours	11 hours	35 minutes
UK distance covered	280km	225km	330km
European distance covered	70km	50km	265km
One-way ferry/tunnel fare	£245	£400	£220
Standing costs for the journey, including driver costs	£300	£300	£300
Running costs per kilometre	£0.47	£0.47	£0.47

- Average speed for all of these road journeys is 60kph, including an allowance for embarking and disembarking ferry or train and assumes no waiting time at ports.
- The fares quoted include a cabin on the ferry crossings.

Driver accident

One of the transport office staff (Kate) has now informed you that one of WH's rigid lorry drivers (Adrian) has just telephoned to report an accident, 45 minutes driving time away from the operating centre. You are told that the lorry was hit by a bus travelling in the opposite direction. One of the bus passengers was injured and the bus driver has driven off, shouting to the WH driver that he was going directly to the hospital.

As a result of the collision, the WH lorry struck the nearside kerb, damaging a tyre, and the vehicle struck a railway bridge. Kate has already called tyre repairers, who have advised that they cannot attend for at least three hours.

Kate has despatched the workshop van to the scene.

You know that Adrian started work last Sunday morning, following a reduced weekly rest, and has driven every day this week, taking regular daily rests throughout. He must start a regular weekly rest period today. His shift today began 12 hours ago.

Adrian has asked to be told what to do.