October 2026Series R2 (Road Haulage) Case Study

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

Examination Details:

Paper Title:	**October 2026 Series R2 (Road Haulage) Case Study**
Paper No:	**RCS1026S**
Date of Examination:	**23/10/2026 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

- Answers to be written in pen/ink only
- Highlighters not to be used in answers
- 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

Wilvingham German Food Specialists Ltd (WGFS) is a well-established wholesale distributor of imported foodstuffs to restaurants and shops in the UK. The company operates from a single site which it owns in Wilvingham in the South Eastern and Metropolitan Traffic Area, where it has offices and a warehouse. WGFS holds a Restricted Operator Licence which authorises 30 vehicles.

Maintenance for the 3,499 kg GVW vans (9 refrigerated vehicles), 7,499 kg GVW lorries (26 refrigerated vehicles) and one 18,000 kg GVW refrigerated lorry operated by WGFS is contracted out to a local garage.

WGFS has recently appointed you as the company's Transport Supervisor. You hold an international CPC and expect to be promoted to Transport Manager and appointed to WGFS's board of directors in due course.

CURRENT ISSUES

Delivery times

Some of WGFS's customers have demanded that delivery times must be advised to them in advance. One customer has also complained about drivers stopping for up to 30 minutes at their premises for 'tea and a chat'. WGFS's directors have insisted that there must be an improvement in the route planning and driver instruction process.

Route 18

You have been asked to prepare a detailed schedule for a single-manned vehicle for one of the routes (Route 18) and you have produced the following table which you will use to prepare a detailed schedule that you will require the driver to follow. This route uses one 7,499 kg GVW lorry.

Stopping Point		Distance	Average speed to delivery point	Unloading time
Picking & loading at operating centre (1 hour)		n/a	n/a	n/a
1	Midlands Deli, Abottworthy	14 km from base	40 kph	5 minutes
2	Bratwurst Central, Bramsley	12 km from Abottworthy	40 kph	5 minutes
3	Continental Delicacies, Cairminster	74 km from Bramsley	60 kph	10 minutes
4	John's' Cheeses, Lower Dornton	35 km from Cairminster	70 kph	10 minutes
5	Eurodeli, Ellingbrough	84 km from Lower Dornton	60 kph	5 minutes
6	Return to operating centre, finish work	8 km from Ellingbrough	40 kph	n/a

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Deliveries from the German supplier

WGFS buys products from a supplier in Cologne, Germany. These perishable foodstuffs are of the highest quality, are priced reasonably, and are some of WGFS's best-selling items. The German supplier makes monthly deliveries to WGFS, as its only UK customer. You believe that the delivery charge of €2,000 per delivery is excessive. As the delivery contract expires in one month's time, an assessment of the cost of WGFS collecting the goods itself from Germany must be completed urgently.

WGFS's 18,000 kg GVW refrigerated box-bodied lorry could be made available to collect the chilled goods from Cologne, but only on the first Tuesday of every month (the vehicle must be available for other work on the following day). Your initial research has revealed the following information.

- The vehicle will have to be double-manned to complete the return journey in a single day. The vehicle will return to Wilvingham along the same route as the outward journey
- The distance from WGFS's base to the Channel Tunnel terminal at Folkestone is 100 km
- The distance from the Channel Tunnel terminal at Coquelles, France, to the supplier's premises in Cologne is 410 km
- Each single fare for the vehicle and drivers on Le Shuttle is £274.00
- UK motorway tolls are £40 for the round trip
- European toll fees are €70 for the round trip
- Fuel costs £1.44 per litre
- €1 = £0.85

FUTURE PLANS

Joint venture

An importer of Belgian food products (Belgium Foods Ltd, based very near to WGFS's premises) has proposed a joint venture with WGFS. They want to offer their goods to WGFS's customers and want WGFS to deliver these goods alongside its own products, using existing delivery routes. Belgium Foods Ltd would invoice their customers for its own sales and pay WGFS a percentage for delivering its goods.

Fleet expansion

WGFS intends to expand its delivery routes. This will require the addition of 15 new 7,499 kg GVW refrigerated delivery vehicles. These vehicles will be based at the Wilvingham operating centre, where you believe that there is enough parking space. The company's cash position will not allow the new vehicles to be purchased outright, and you intend for them to be acquired on full-maintenance leases.

Driver recruitment

WGFS employs nine van drivers for its 3,499 kg GVW vehicles, all of whom hold Category B as their highest driving entitlement.

WGFS employs two other drivers who have Category C driving entitlement, and 26 drivers with Category C1 driving entitlement. You are aware that several of the drivers with C1 entitlement are likely to retire within the next few years.

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Driver daily walkaround check report forms

WGFS has a company policy that requires its drivers to complete daily vehicle walkaround checks. The company uses a 'nil defect' recording and reporting system, with a standard report form for the drivers to complete each day. The form is taken from DVSA's 'example of a driver's vehicle defect report (goods vehicles)'.

COMPANY POLICIES

- All drivers must clean and fuel their vehicles and carry out a vehicle walkaround check at the beginning of every day
- Drivers are not permitted to take breaks until they are legally required to do so
- Driver breaks must be for the shortest possible time
- For drivers working on the numbered delivery routes, the following rules apply:
    - Drivers start work at 0730 hrs
    - One hour must be allowed for cleaning, fuelling vehicles and walkaround checks plus paperwork, before drivers may begin loading their vehicles at the operating centre
    - Unloading times must be treated as Other Work
    - They may only take one break each day.

COSTING INFORMATION

	3,499 kg GVW refrigerated box van	**7,499 kg GVW refrigerated box lorry**	**18,000 kg GVW refrigerated box lorry**
Number of vehicles	9	26	1
Purchase price (excluding tyres)	£19,000	£23,000	£45,000
Estimated residual value Vehicles are sold after five years	£7,000	£7,500	£12,500
Driver cost, per driver per day	£155	£165.50	£185
Other standing costs, per vehicle per day	£35	£45	£47.50
Number of tyres per vehicle	4	6	6
Cost per tyre	£95	£125	£150
Tyre life span	30,000 km	25,000 km	30,000 km
Maintenance cost per km	£0.04	£0.06	£0.08
Fuel consumption	9km per litre	8km per litre	8km per litre
Average days in use, per annum	260	260	250

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