

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

Examination Details:

Paper Title:	March Road Haulage Series R2 (Road Haulage) Case Study
Paper No:	RCS0325S
Date of Examination:	7th of March 1300- 1515

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

Background

You hold a Certificate of Professional Competence, gained in 2022, and have today been appointed as Operations Manager for Walvingham Transport plc (WT), a general haulier with operating centres in England, Scotland and Wales. You are based at WT's Walvingham depot.

You have been named as Transport Manager on WT's eight Standard National operator licences, alongside each of the local transport managers. These managers all hold an international CPC qualification and are based at WT's operating centres. These transport managers report to you.

Memo from Managing Director

This afternoon, you have received the following memo from Joan Smith, WT's Managing Director:

Hi

Welcome to Walvingham Transport! I am sorry that I haven't had the time to brief you properly, but we should be able to catch up after I get back from Paris.

There are some very urgent issues that need to be addressed right away! In particular, I hope to finalise a contract with D&E plc while I am away in France, so please read my briefing notes (below) and let me have the required data to read over the weekend.

First, some general company stuff that you may not have come across yet. I will concentrate on the things you need to know to plan for the D&E contract.

OUR COMPANY POLICIES

- 1 All drivers start work at 0700 hrs.
- 2 All drivers return to their home base at the end of every shift.
- 3 All drivers must carry out a vehicle walkaround check at the beginning of every day, and 15 minutes must be allowed in schedules for this.
- 4 All driving breaks are to be taken as late as possible, and for the shortest possible time. These breaks may only be taken at our depots or at customer sites.
- 5 Our vehicles are always single-manned. We may have to change this if we win the contract to deliver to Paris, but not for any UK runs.
- 6 Drivers are always subject to Regulation EC561/2006.
- 7 We use the standard RHA terms and conditions of carriage.

COSTING INFORMATION

Use the following standard figures for the costings:

	Rigid lorries	Articulated combinations
Driver costs per day, per driver	£120	£120
Other standing costs per day	£130	£140
Running costs per Km	£0.50	£0.70
Profit markup on all costs	15%	15%

THE D&E CONTRACT

D&E plc manufactures and sells a wide range of goods all over the world. In the UK, they have suppliers in Stannock, Chigley, Wokenwell, Dunport and Portsford and their own purpose-built warehouse operation in Redbury. D&E have never operated a truck!

This is a proposed one-year contract that comes in two distinct parts:

- 1 Collections are to be made from D&E's suppliers within the UK, delivered to D&E's warehouse in Redbury, once every week.
- 2 Deliveries to Paris (from Redbury, once every two weeks).

I need you to calculate the amounts to charge D&E for both parts.

UK collections & delivery to Redbury

Assume that we will use a rigid vehicle from our Walvingham operating centre. You will have to work out the driver schedule for the route.

Below is a table that details the UK collections route for the delivery to Redbury, to be completed every Monday (so there will be 52 per year). One of the route planners has provided the exact distances. The route will start operating 10 weeks from now.

Route	Distance
WT Walvingham to Stannock	70.00km
Stannock to Chigley	32.98km
Chigley to Wokenwell	140.00km
Wokenwell to Dunport	93.34km
Dunport to Portsford	58.34km
Portsford to D&E Redbury	23.34km
D&E Redbury to WT Walvingham	280.00km

Use an average driving speed of 70kph throughout, rounding down to the nearest minute where necessary.

Allow 30 minutes for loading at each collection point and allow 20 minutes to unload at D&E Redbury. The driver must assist with all vehicles loading and unloading, EXCEPT at Wokenwell, where D&E's supplier insists that all drivers wait in their canteen while on their site.

Paris Deliveries

The deliveries from Redbury to Paris, carrying high value goods, will be once every two weeks starting in 10 weeks' time (that means it's 26 times per year), using a new articulated combination. Part of the proposed deal is that we will be expected to organise all of the paperwork.

Return distance is 1,046Km, and I want the job to be completed in a single day. So, the vehicle will have to be double-manned for these journeys.

D&E have agreed to pay for ferry and toll charges direct.

We will buy one new 40,000kg GVW articulated combination to operate this contract. I want to maintain the current margin in the Western Traffic Area, where we have 20 vehicles currently authorised at Titchurst.

We simply do not have enough space at our Titchurst depot to base another vehicle there. D&E have agreed that we can park the new articulated combination at their Redbury warehouse for a small rental charge (we will find other general haulage work for it when it's not in use on the Paris route). Our Transport Manager at Titchurst will take responsibility for the vehicle parked in Redbury, which is also in the Western Traffic Area.

Our workshop in Titchurst will not be able to maintain any extra vehicles, so we will need to find a local garage to do all safety inspections and servicing for the new combination (I expect it to complete an annual distance of around 125,000km).

CMR

Somebody mentioned to me that the Paris run will be subject to the CMR Regulations. I will leave the details for you to sort out, but you will have to advise me about any actions we must take before we start operating these international journeys.

WORKING TIME RULES

I have always been confused about how Working Time rules affect our drivers, particularly in terms of the breaks that they must take.

I understand that driving breaks count as Working Time breaks too, and I know that all duty time except breaks, rests and POA count as work, but otherwise, it's all a bit of a mystery to me!

The drivers have signed a Workforce Agreement permitting them to exceed the 10-hour night worker limit.

I need you to write a short briefing note, to help me to be clear about breaks and about total working limits.

Regards

Joan