

**Level 3 Certificate of Professional
Competence for Transport Managers
(Road Haulage) Unit R2 Case Study**

05689

**Friday 13 March 2020
1.00 PM – 3.15 PM**

Time Allowed: 2 hours 15 minutes

Case Study

This document consists of 8 pages. Any blank pages are indicated.

Background

Road Services Advice Ltd (RSA) is a transport consultancy based in London. Most of its clients are UK transport operators and include small operators and large haulage groups.

You are employed by RSA as a support worker. You deal with projects allocated by your manager (Ann Brown) and provide information to her so that she can formally respond to clients.

Today's projects

You have been given four client files, with instructions to provide answers to the questions set out in the accompanying booklet. You will use the information given below.

Client A

Client A operates as a general haulier from its depots in Norwich and Taunton.

Operator licence					
Type and Traffic Area	Authorised vehicles	Authorised trailers	Operated vehicles	Operated trailers	Available funds
Standard National (Eastern)	11	0	10	0	£80,000
Standard National (Western)	5	0	5	0	

Future plan - Minehead and Reading deliveries

Client A has been offered a contract for weekly deliveries to Minehead and Reading, detailed below, to begin no earlier than June 2020. The weight of the loads to be carried requires a 40,000kg GVW articulated combination to be acquired. It will operate on the following route:

- Collect load from supplier in Ipswich (70km from Norwich – average speed 50kph – loading time 20 minutes)
- Deliver load to Minehead (378km from Ipswich – average speed 70kph – unloading time 15 minutes)
- Collect load from Taunton (40km from Minehead – average speed 60kph – loading time 10 minutes)
- Deliver load to Reading (210km from Taunton – average speed 70kph – unloading time 10 minutes)
- Return to Norwich (263km from Reading – average speed 70kph)

Client A scheduling rules

- Driver shifts starting at all company depots must begin at 0600hrs
- Drivers must be scheduled 15 minutes at the start of every shift for vehicle walkaround checks

- Rest periods away from a driver's normal base may only be scheduled to be taken at Client A's depots.
- All breaks and rest periods must be scheduled at the latest possible time and for the shortest possible period

Client A costing information

- The articulated combination to be acquired will cost £120,000 (excluding its initial set of tyres). The tractor unit and the trailer will be depreciated over 5 years. Their combined estimated sale value at the end of that period is £40,000
- Annual standing costs to be allocated to the articulated combination are £7,000
- Driver costs are £135 per day
- Fuel costs £1.00 per litre. The tractor unit will achieve 10km per litre
- The articulated combination will have 14 wheels. Each tyre costs £135.10 and is expected to last for 43,986km
- Maintenance costs for the articulated combination are £0.24 per kilometre
- The articulated combination is expected to be used for 200 days in each year

Client B

Client B owns two retail shops, in Stevenage and Oxford. It operates three 7,500kg GVW lorries from the authorised operating centre at its Stevenage branch and two 3,500kg GVW vans which tow 2,000kg GVW trailers from the authorised operating centre at its Oxford branch.

Operator licence					
Type and Traffic Area	Authorised vehicles	Authorised trailers	Operated vehicles	Operated trailers	Available funds
Restricted (Eastern)	6	2	3	0	£57,000
Restricted (Western)	6	2	2	2	

Future plan

Client B has been offered a contract by the owner of a neighbouring retail outlet, OCR Furniture Ltd. The work would involve delivering the neighbour's goods to OCR Furniture Ltd's own customers.

Client C

Client C operates a fleet of refuse lorries and caged vehicles, all over 3,500kg GVW. Each vehicle is dedicated to collecting one of general waste, plastics and paper for recycling, glass for recycling, compostable waste from households or trade waste. It also operates two 3,500kg GVW vans, used by supervisors to complete spot checks on the collection routes.

Operator licence					
Type and Traffic Area	Authorised vehicles	Authorised trailers	Operated vehicles	Operated trailers	Available funds
Standard National (North Eastern)	35	15	33	0	£159,000

Client C operations

Client C contracts with its local authority to collect waste. The contract requires the following tasks to be completed.

1. Door to door household waste collections (each vehicle completes one route each working day)
 - General household waste collections - 35 routes spread evenly Monday to Friday
 - Household plastic and paper waste collections - 35 routes spread evenly Monday to Friday
 - Household glass collections - 35 routes spread evenly Monday to Friday
 - Household compostable waste collections - 35 routes spread evenly Monday to Friday
2. Trade waste collections from industrial estates -10 routes spread evenly Monday to Friday (each vehicle completes two routes each working day)
3. Delivery of new plastic bags for rubbish bins in three shopping areas and collection of filled bags from its workers on site. These deliveries and collections are completed by one of the household waste collection vehicles, as convenient on their routes.

Client D

Client D operates as a member of a pallet network from its only operating centre in Glasgow. Its fleet comprises five 7,500kg GVW lorries, four 18,000kg GVW lorries, one 44,000kg GVW tractor unit, one dual purpose vehicle, one 12,000kg GVW drawbar trailer and one semi-trailer.

Operator licence					
Type and Traffic Area	Authorised vehicles	Authorised trailers	Operated vehicles	Operated trailers	Available funds
Standard International (Scottish)	10	2	10	2	£50,000

Future plan - change driver rotas

Client D intends to change the working patterns for its drivers, aiming to increase efficiency. The plans include adding a night shift. Its Managing Director is worried that the proposals might result in breaches of working time regulations.

Future plan - upgrade driving licence

One of Client D's drivers (Colin) passed a Category B driving test in May 1995 and has passed no other tests. He is currently employed as a driver. He holds a current Driver Qualification Card and a current digital tachograph driver's card, both valid until 2024. The company's transport manager wants to upgrade Colin's driving entitlements, so that Colin can drive the articulated combination and a lorry towing the drawbar trailer.

Financial standing

The Senior Traffic Commissioner's Statutory Document No. 2 states the following : 'The finance required for each authorised vehicle is based on the rate of exchange for the Euro as set each October. The Secretary of State previously concluded that under EU legislation financial standing limits should be the same for both national and international licences as they existed. Operators who apply to add to the number of vehicles on their licences will be checked against the new limits. In the case of Multiple Licence Holders the levels apply to the first vehicle and then the total remaining number of vehicles across the licences.'

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