

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

05689

**Friday 14 June 2019
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

OCR International Haulage Ltd (OCR) was established in 2008 by its current Managing Director, James Smith. It now operates 25 vehicles and no trailers at its main operating centre in Leicester, with a further 10 vehicles and 6 trailers based at a second operating centre in nearby Oadby. The company has no margin on its Standard International operator licence.

Vehicle maintenance is contracted out to a local garage. You are OCR's nominated Transport Manager, having passed the CPC exams in 2018.

OCR employs a Depot Supervisor at Oadby to manage vehicle operations from that site. He is the only person permanently based there. Drivers only go to Oadby when they need to collect or leave vehicles at that operating centre.

Staff

OCR's Human Resources Manager has provided you with the following list of the staff employed, all of whom have at least three years of service with the company.

managing director	finance manager	2 general clerical assistants
sales manager	health & safety manager	warehouse supervisor
warehouse manager	transport manager	transport supervisor
route planner	Oadby depot supervisor	wages clerk
2 sales staff	3 accounts staff	2 transport clerks
goods in/out clerk	2 warehouse operatives	company secretary
computer systems manager	35 drivers	2 forklift truck operators
human resources manager		

Message from OCR driver in Germany

Joe Davis is one of OCR's drivers, currently delivering to customers in Germany. He works Monday to Friday and he is due to arrive back in the UK later today.

Joe has telephoned the Transport Office to report that his digital tachograph Driver's Card has been lost during his break. He had stopped for a driving break in a parking area that he thought was insecure, so he removed his card and took it into the cafeteria with him. When he finished his break, his card was gone. He has reported the lost card to local police.

Joe has told your staff that the loss of his Driver's Card means he must stop driving and has asked for a replacement driver to be sent out immediately. He is demanding that a hotel room be booked for him.

He is scheduled to work next on UK deliveries from Monday 17 June 2019 until the end of the month.

Future plans

The lease for OCR's operating centre at Oadby expires on 30 September 2019, the same day that the company's contract with its vehicle maintenance provider is due to be reviewed and when a customer warehouse storage contract is to end.

James Smith plans to convert its warehouse at Leicester to a vehicle workshop and to close the Oadby operating centre, moving the vehicles based there to the Leicester site. He wants to implement these changes on 1 October 2019.

Having decided that the company will no longer have to store, load or unload any goods at OCR premises, James Smith accepts that staff working on its warehousing operation and the Supervisor at Oadby will have to be made redundant.

James Smith also informed you that he plans to use some of OCR's existing fleet to carry controlled waste.

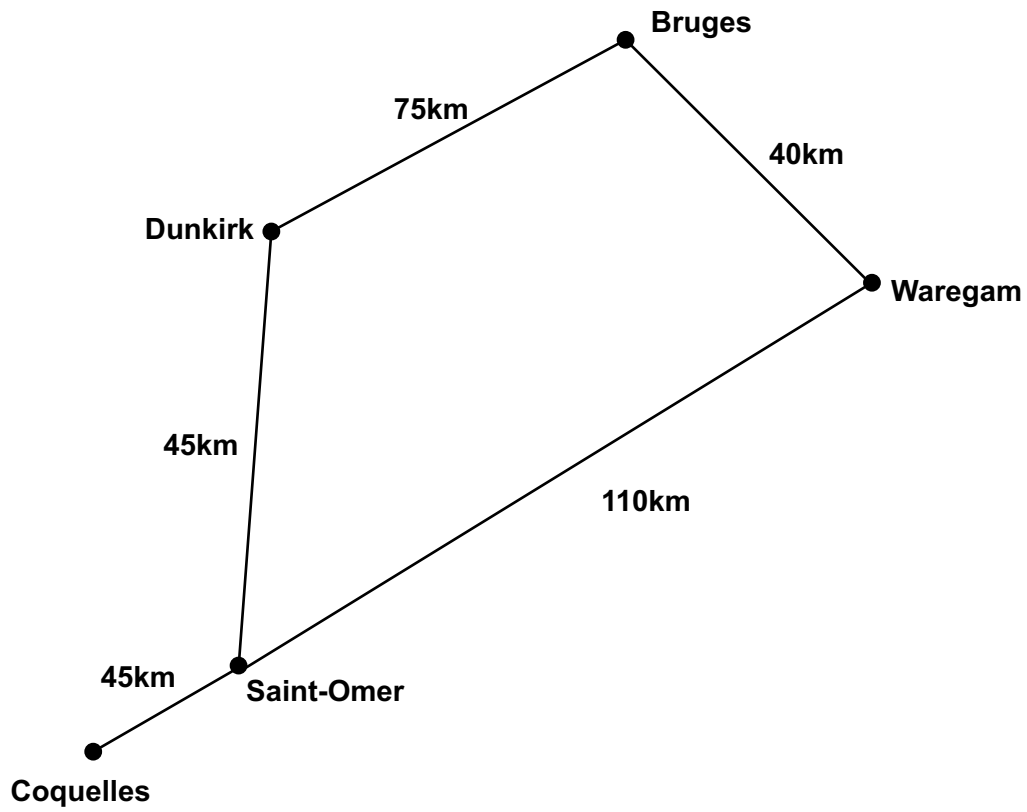
He has told you that the following aspects are finalised:

- The outside storage space freed up from warehousing will provide enough space for all 35 vehicles and 6 trailers to fit comfortably at Leicester.
- The warehouse building is large enough to accommodate the company's largest vehicles.
- He has already bought all the workshop equipment detailed in the "Safety inspection facilities" section of the DVSA Guide to Maintaining Roadworthiness.
- He has already obtained a waste carrier registration to allow the company's vehicles to begin carrying controlled waste in the UK.

Delivery and collection - France and Belgium

OCR's Sales Manager has given the following details for a new job to deliver goods and collect materials for a customer. Goods will need to be collected from the customer on day one, then delivered to France and Belgium on day two. At the end of day one the vehicle will be fully loaded (30,000kg). The driver for day two will take over the vehicle at Leicester, drive to Saint-Omer via Le Shuttle, deliver or collect from sites in France and Belgium and return to OCR's Leicester operating centre. One of OCR's articulated combinations with sleeper cab will be used for these journeys. Its maximum payload capacity is 30,000kg.

Line map of delivery and collection points in France and Belgium
(Not to scale. For examination purposes only.)



Delivery and collection information for Route 1

Unloading & loading points (in alphabetical order)	Country	Weight unloaded	Weight loaded
Bruges	Belgium	-	20,000kg
Dunkirk	France	17,000kg	-
Saint-Omer (outward journey)	France	6,000kg	-
Saint-Omer (return journey)	France	-	10,000kg
Waregam	Belgium	7,000kg	-

- The one way distance from Leicester to the Le Shuttle Terminal at Cheriton is 285km, a 4 hour 45 minute drive from Leicester. The return journey from Cheriton to Leicester will follow the same UK route.
- The vehicle will average 60kph in France and Belgium.
- The above journey time and average speed include allowances for embarking and disembarking Le Shuttle at Cheriton and Coquelles. The Channel crossing takes 40 minutes.
- At each supplier or customer site, the company will allow the driver 4 minutes for each 1,000kg loaded and 2 minutes for each 1,000kg unloaded.

- The driver will be required to assist with loading and unloading, except at Bruges, where the loading time must be scheduled as a break.
- Break and rest periods outside of the UK may only be taken at delivery or collection points. They must be scheduled as late as possible, for the shortest possible time. These rules do not apply when the vehicle is on a train or when the driver is not required to assist with loading or unloading.
- The drivers can extend daily driving periods and take reduced daily rest periods.
- Schedules must allow 15 minutes for vehicle checks immediately after every rest period.

Costing information

OCR uses the information in the following table to calculate route costings for each of its articulated combinations.

Cost item	
Driver wages, per driver , per day or part day	£110.00
Other standing costs, per vehicle per annum	£21,600.00
Vehicle utilisation, per annum (for standing costs)	240 days
Vehicle utilisation, per annum (for maintenance costs)	65,000km
Tyres cost, per vehicle per set	£2,450.00
Tyre life	35,000km
Fuel price, per litre	£0.99
Fuel consumption	9km per litre
Vehicle maintenance costs per vehicle, per annum	£11,700.00
Le Shuttle return fare	£480.00

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