

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

05689

**Friday 8 December 2017
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.

Stan Crooke and Brian Crooke

Stan and Brian are twin brothers, born in 1968. Stan is a sole trader transport operator and Brian owns a commercial garage.

Qualifications

Stan is a qualified LGV mechanic. He passed a Category B driving test in 1994 and a Category C driving test in 2007. He renewed his ADR driver's vocational qualification card in 2013, obtained a replacement Driver Qualification Card in 2014 and a replacement digital tachograph Driver Card in 2016.

Brian is also a qualified LGV mechanic. He passed the Dangerous Goods Safety Adviser exams in 2013. He passed a Category B driving test in 1995, but he has passed no other tests and has completed no Periodic Training courses. He does not hold a digital tachograph Driver Card.

Stan Crooke

Stan was granted a Standard National operator licence in 2011, authorising one vehicle at a rented operating centre in Wolverhampton. Stan bought a new 7,500kg GVW box-bodied lorry, with a day cab, and a 3,500kg GVW van in 2011. The vehicles carry no markings other than registration plates and GB stickers, although the lorry has a blue operator licence disc on display. The business operates under standard RHA conditions of carriage.

Stan's wife, Margaret, passed OCR's National CPC exams in 2010 and was added as the transport manager for the business on its operator licence.

Stan submitted a maintenance contract with Brian with his GV79 application form, but Stan carries out 6-weekly safety inspections and repairs on both vehicles himself. These activities are not documented.

Stan is registered for DVSA operator self-service, but there have been no applications or notifications submitted.

For three years, Stan drove the lorry and the van and Margaret took care of administration and bookkeeping. In 2014, Margaret separated from Stan and went to live with her sister in Spain, where she remains. Stan now drives Monday to Friday each week and deals with administration and bookkeeping most weekends.

Stan is not registered for VAT.

Brian Crooke

Brian runs an LGV repair business as a sole trader employing two fitters, in premises close to Stan's operating centre. His only current contracts are for vehicle maintenance.

Brian gives advice to Stan about vehicle maintenance but has not acted as his DGSA. From time to time, Brian fills in as a van driver for Stan, driving for six hours a day. There are no personal documents relating to Brian's work for Stan, and he is paid in cash, with no records kept.

Recent events

Monday 2 October 2017

On the morning of 2 October, Stan's 7,500kg GVW lorry would not start. He had an urgent collection and delivery to complete, so he left the lorry at his operating centre and hired an 18,000kg GVW lorry from a nearby rental company. He carried out his work in the hired lorry while one of Brian's fitters repaired Stan's lorry.

Meanwhile, Brian was carrying out a local delivery for Stan, using Stan's 3,500kg GVW van to deliver a 1.5 tonne load valued at £2,300. During the day, the van was involved in a road traffic accident when it skidded into a tree. The tree was undamaged and nobody was hurt, but the van's engine could not be started. The vehicle's load was completely destroyed in the accident.

Brian's only call immediately after the accident was to Stan, who drove the hired 18,000kg GVW lorry to him. The two brothers used a rigid bar to connect the lorry to the van and Stan drove the lorry, towing the van with Brian behind its steering wheel. The brothers did not notify anyone of the accident.

Stan's lorry was repaired on the same day and the 18,000kg GVW lorry was returned to the hirer on Tuesday 3 October.

Friday 10 November 2017

During the day, Stan carried out local deliveries in the 3,500kg GVW van while Brian drove the 7,500kg GVW lorry to an MOT test. When the vehicle had passed its test, Brian drove it back to Stan's operating centre, collecting a customer's goods on the way back.

That evening, Stan and Brian went out to celebrate their birthday. During the party, Stan lost his wallet, which contained his Driver Qualification Card. He reported the loss to the police, but has taken no further action.

Friday 17 November 2017

Stan's working week had begun on Monday 13 November, following a Regular Weekly Rest. During the week, up to 20.00hrs (UTC time) on Thursday 16 November, his total driving time and other work combined was 40 hours. He had taken a Regular Daily Rest on each night, Monday to Wednesday.

On Friday 17 November, Stan started a new contract to deliver ten boxes, identical in weight and value, of regulated dangerous goods to Paris, France. The boxes weighed 2,450kg in total and the load was valued at £7,350. Stan drove the 7,500kg GVW lorry on this job.

During the outward journey, at 13.30hrs, Stan took a break at a motorway service station. During his break one of the boxes was stolen from the vehicle. Stan immediately reported the theft to local police.

During the return journey, after he had stopped for fuel at another motorway service station, Stan's lorry would not start. Stan carried out a repair and continued his journey to the Channel Tunnel.

Stan's tachograph records disclose the following activities relevant to the journey. All times are shown in Universal Time Coordinated (UTC).

Stan finished work at 20.00hrs on Thursday 16 November, at which time he began a daily rest.

Friday 17 November 2017			
Start time	Finish time	Tachograph mode	Notes
00.00	05.00	Rest	completing the rest period that started at 20.00hrs on the previous day
05.00	05.15	Other work	vehicle check
05.15	05.25	Driving	to collect goods
05.25	05.40	Other work	loading goods
05.40	09.50	Driving	to Channel Tunnel
09.50	10.00	Driving	embark Le Shuttle
10.00	10.45	Break	on Le Shuttle
10.45	11.00	Driving	disembark Le Shuttle
11.00	13.30	Driving	to Paris
13.30	15.30	Break	at motorway services. Meal break 30 minutes, then dealing with police
15.30	16.45	Driving	to Paris
16.45	17.35	Other work	unload goods, discuss stolen box with consignee
17.35	19.35	Driving	to Channel Tunnel
19.35	19.40	Other work	vehicle fuelling
19.40	21.40	Other work	vehicle repair
21.40	22.25	Break	break
22.25	01.10	Driving	to Channel Tunnel
01.10	01.20	Driving	embark Le Shuttle
01.20	02.05	Break	on Le Shuttle
02.05	02.20	Driving	disembark Le Shuttle
02.20	06.30	Driving	to Wolverhampton, finish

Fig. 1

Thursday 1 December 2017

Stan's accountant delivered a set of accounts for Stan's business for the year ended 30 November 2017. Stan was surprised to see that his turnover for the year had increased by 20% to £91,300. The accountant also provided a detailed analysis of the costs incurred by the business in the year, an extract from which is shown below.

Cost item	Total for the year to 30/11/2017	Notes (provided by Stan)
Fuel	£9,481	Based on an average fuel price of £1.091 per litre Average fuel consumption was 7 km/l for the van and 6 km/l for the lorry.
Maintenance and tyres	£3,225	Total spent during the year, including payments to Brian.

Fig. 2

Stan is preparing a budget for the year to 30 November 2018. He believes that running costs will change, using the following assumptions:

- The 3,500kg GVW van travelled 37,500km in 2016/17 and Stan expects it to cover the same distance in the year ahead.
- The 7,500kg GVW lorry travelled 20,000km in 2016/17 and Stan expects it to cover 23,000km in the year ahead.
- The price of fuel will increase by 10%.
- With effect from 3 December 2017, vehicle maintenance is carried out by a new provider, on a one-year contract for £150 per month (van) and £375 per month (lorry), both including tyre repairs and replacements.

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