



OXFORD CAMBRIDGE AND RSA EXAMINATIONS

**LEVEL 3 CERTIFICATE OF PROFESSIONAL
COMPETENCE FOR TRANSPORT MANAGERS
(ROAD HAULAGE)**

05689

**UNIT R2 CERTIFICATE OF PROFESSIONAL COMPETENCE
(ROAD HAULAGE) CASE STUDY**

FRIDAY 6 DECEMBER 2013

1.00 PM – 3.00 PM

TIME: 2 HOURS

CASE STUDY

Background

Harlan Wainwright is a 47-year-old owner driver. He gained his driving licence, which includes category entitlements B and C1, in 1986.

With no formal qualifications or an Operator Licence, Harlan has little knowledge of the duties and legal obligations of operators of commercial goods vehicles.

Current operation information

For the last 18 months, Harlan has been contracted to International Chemical Distributors (ICD) based in Dartford, Kent, to make Monday to Friday multi-drop deliveries to, and collections from, chemical companies in France, Belgium and the Netherlands. ICD's Transport Manager is Brian Jones.

Information regarding the ICD multi-drop deliveries and collections

Number of daily deliveries (paid at £12.50 each)	10
Number of daily collections (paid at £14.50 each)	5
Average distance travelled per day	300km
Contracted number of days per week	5
Contracted number of weeks per year	50
Total hours driven each day	10
Total hours worked each day	15

Fig. 1

Vehicle information

Harlan currently owns a two-axle rigid box vehicle with a sleeper cab. The vehicle is plated at 7200kg GVW with a design weight (GCW) of 10,000kg. Harlan bought it new when he started the ICD contract.

When in the UK, Harlan parks the vehicle on the roadside at home when it is not in use.

Another driver has told Harlan that he doesn't have to stay within the 7,200kg GVW limit and that he can operate at the design weight because his work is international, so Harlan regularly carries loads of 6,000kg.

Vehicle and cost information

Two-axle rigid box vehicle used for the ICD work			
Item	Amount	Item	Amount
GVW	7,200kg	Kerbside weight	3,300kg
Design weight (GCW)	10,000kg	No. of tyres	6
		Cost (per tyre)	£150
		Average tyre life	60,000 km
Purchase price (including tyres)	£46,000	Total maintenance cost	2.5ppkm
Residual value after five years	£8,000	Fuel consumption (kilometres per litre)	5
Annual vehicle insurance	£2,100	Fuel cost (per litre)	£1.50
Annual Vehicle Excise Duty	£160	Ferry costs	Paid by ICD
DGSA cash payment to Brian (per week) (see below)	£100	Days available per annum	250

Fig. 2

Dangerous Goods

Harlan only ever transports one dangerous substance: Urea Nitrate for ICD. Brian has given Harlan the following information about Urea Nitrate:

UN number	1357
Proper shipping name	Urea Nitrate, Wetted
UN hazard class	4.1
Packing Group	I
Transport Category	1
Limited Quantity	0
Excepted Quantity Code	E0
Tunnel Category	B

Fig. 3

Harlan carries 1,000 x 1kg packages of Urea Nitrate at a time. Brian claims that, as this is a "Limited Quantity" and the rest of Harlan's load is not regulated, the entire load is exempt from Dangerous Goods Regulations.

Harlan pays Brian £100 in cash every week of the year to use the services of ICD's Dangerous Goods Safety Advisor (DGSA). ICD's DGSA confirmed to Harlan, in writing, that he accepted the role as Harlan's DGSA, but has not written to Harlan since.

Harlan suspects he may need to have his vehicle marked or placarded, so has left a phone message for the DGSA asking for clarification. So far Harlan has received no response. Brian has told Harlan that the DGSA never visits ICD's premises.

Weekend vehicle use and driving

On alternate weekends, Harlan uses his vehicle to help his friend Alice move furniture between houses she owns and rents out. This involves Harlan driving 15 hours on a Saturday and 12 hours on a Sunday with one 30 minute break each day. Harlan has been told by other drivers that as this is private work, done in his own time, and as he receives only expenses, he does not need to keep any records of this work.

Last year, Harlan claimed that he'd lost his digital tachograph driver's card, even though he hadn't, so that he would be able to use the replacement card during the week on the ICD work and the original card during the weekends when he helps Alice (when he also disconnects the speed limiter).

Maintenance

Harlan currently maintains his vehicle himself. He has a large bottle jack for lifting the vehicle and a selection of hand tools and he uses a layby on the A206 to work on the vehicle. He doesn't service the vehicle regularly and only carries out repairs when the vehicle needs them. Harlan believes that when the vehicle is three years old he will have to have it tested at a Goods Vehicle Test Station.

Brian asks Harlan to complete a monthly Vehicle Safety Inspection Report. Harlan does not know what the reference numbers and statements on the report form mean and he does not want to show his ignorance by asking someone, so he doesn't sign these reports.

Future plans

A local company, TYN Ltd (TYN), will need someone to operate a new service (Route 1) from September 2014. TYN require the vehicle operating the service to be based at their Dartford site.

Harlan is interested in operating Route 1, but would need a 40 tonne tractor unit with a sleeper cab, a suitable trailer and his own Operator Licence.

Route 1 information

Dartford to Coventry Airport (return)	
30 minutes of other work must be scheduled at both the start (Dartford) and finish (Dartford) of the route.	
Days of operation	Monday to Friday
Departure time (Dartford)	Must leave Dartford at 18.00hrs
Driver's responsibilities at Coventry	On arrival: uncouple trailer (takes 15 minutes) On departure: recouple trailer (takes 15 minutes) Between uncoupling and recoupling the driver is not required to carry out any duties and will take a rest period
Departure time (Coventry)	03.00hrs (as long as the aircraft arrives on time)
Distance (return journey)	480 km (240 km each way)
Vehicle speed (average)	75 kph

Fig. 4

Road side check

This morning, Harlan was stopped for a routine road side check near Dover and the VOSA enforcement officer told Harlan that he is committing numerous offences and immobilised Harlan's vehicle.

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