



**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 7 MARCH 2014    1.00 PM – 3.15 PM    TIME: 2 HOURS 15 MINUTES**

**CASE STUDY**

## BACKGROUND

David Wreith has operated as a sole trader from leased premises near Leeds since 2009. He holds a Standard National Operator Licence, authorising two vehicles and one trailer. He has made no changes on his Operator Licence.

David carries out all driving activities. He passed a Category B driving test in June 1998 and passed a Category C driving test in November 2008. He has taken no other tests.

David originally held a Waste Carrier's licence, but it was not renewed in 2012.

You are David's external Transport Manager and you are named on his Operator Licence. You hold an International Certificate of Professional Competence. You are not involved in the day-to-day running of the business and you have recently reduced your visits to David's premises to one morning each month. During these visits, you look through maintenance and tachograph records and discuss issues with David, who also contacts you from time to time, when he needs your advice.

## VEHICLE FLEET

Quantity	Vehicle type	Weight	Tachograph fitted	Towbar fitted
1	Curtain-side lorry	18,000kg GVW	Yes	No
1	Box van	3,499kg GVW	No	Yes
1	Dual purpose vehicle	3,050kg GVW	No	Yes
1	Trailer	1,050kg GVW	n/a	n/a

Vehicle maintenance is contracted out to a local garage. David carries out all walkaround checks and each vehicle carries a defect book.

## CURRENT WORK

David carries out a variety of general haulage work obtained from his contacts and from advertising. In the past month, work has included the following jobs:

Description	Vehicle used
Collecting a statue from a museum near York, delivering to Belfast.	Curtain-side lorry
Delivering parcels to local addresses for a courier company.	Box van
Moving stationery stocks between a customer's sites in Derby and Leeds (This work used the vehicle combination for five consecutive days. During this time it was parked overnight at the customer's premises in Derby).	Box van + trailer
Delivering leaflets to local businesses.	Dual purpose vehicle
Moving farm machinery from a customer's premises to an auction house.	Dual purpose vehicle + trailer
Moving goods from a customer's premises to an auction house.	Hired flatbed lorry

## FUTURE WORK

The museum staff were very pleased with David's recent work for them and have asked him to submit a quote to carry art works from York to a museum in Osnabrück, Germany, using the curtain-side lorry.

David is too busy to prepare the quote himself, and wants you to prepare a journey plan and costing as soon as possible. The brief from David and your initial research have provided the following information:

### Route, distances and average speeds

Start point	Finish point	Distance	Average speed
Leeds operating centre	York museum	40km	60kph
York museum	Hull ferry terminal	50km	60kph
Rotterdam ferry terminal, The Netherlands	The Netherlands/Germany border	224km	80kph
The Netherlands/ Germany border	Osnabrück museum	96km	80kph

David must go via the York museum on the return journey, before returning to the Leeds operating centre.

### Planning assumptions

- Allow 15 minutes for David to carry out a walkaround check at Leeds when he starts work.
- Loading at York museum will take one hour, and David is to assist.
- The only daily Hull-Rotterdam ferry crossing departs at 21:00 hours. The vehicle is to be checked in two hours before departure. Sailing time is 10 hours and 15 minutes. Embarkation and disembarkation each take 15 minutes (counted as driving time).
- The curtain-side lorry is fitted with a sleeper cab. David will have to take Regular Daily Rests.
- Unloading at Osnabrück museum will take 90 minutes, and David is to assist. Included in this time is an allowance for collecting waste packaging materials and securing them in the vehicle for disposal on return to Leeds.
- Allow 15 minutes for a walkaround check after unloading at Osnabrück, before beginning the return journey.

### Costing assumptions

- Standing costs are to be allocated on the basis of 3 full days for the round trip.
- The return fare for the ferry is £1,130, including a cabin for the driver (running cost).
- Eurovignette fees (Netherlands) are €16 for the round trip (running cost).
- Toll Collect (LKW Maut) fees in Germany will be charged at the rate of €0.20 per kilometre (running cost).
- Fuel costs £1.16 per litre (running cost).
- €1 = £0.85.

David is convinced that he can secure further regular income by specialising in the transport of art works in the UK and internationally.

**COSTING INFORMATION**

	<b>3,050kg GVW Dual purpose vehicle</b>	<b>3,499kg GVW Box van</b>	<b>1,050kg GVW Trailer</b>	<b>18,000kg GVW Curtain-side lorry</b>
Purchase price (excluding tyres)	£24,500	£18,000	£2,000	£30,000
Estimated residual value after five years	£7,500	£8,000	£500	£10,000
Driver cost per day	£150	£150	n/a	£150
Other standing costs per vehicle per day	£10	£80	£1	£95
Number of tyres per vehicle	4	4	2	6
Cost per tyre	£100	£110	£50	£175
Tyre life span	25,000km	30,000km	25,000km	35,000km
Maintenance cost per km	£0.04	£0.04	£0.01	£0.08
Fuel consumption	8km per litre	8km per litre	n/a	4km per litre
Days in use per annum (chargeable business use only)	25	80	30	160

**DAVID WREITH'S CONCERNS**

David has told you that he knows almost nothing about operating outside the UK. He has asked for your advice about additional costs that he might incur, and about additional documents he must carry on international journeys.

David has a general concern that his lack of knowledge about regulations may lead to breaches that might affect the business. He has told you that he thinks that he might already have committed some offences, but does not know exactly when or how.

David has been advised by a friend that he should be following domestic drivers' hours rules when he is driving the 3,499kg GVW box van for work. You have studied his working and driving records and established that no breaches of domestic drivers' hours rules have so far occurred.

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