

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

05689

Friday 18 September 2015 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.

The circumstances in this case study are based on real events. Names and details have been altered for examination purposes.

You hold a Certificate of Professional Competence, gained in 2012, and have today been appointed as Operations Manager for OCR, a general haulier with operating centres in England, Scotland and Wales. You are based at OCR's Manchester depot.

You have been named as Transport Manager on OCR's eight Standard National Operator Licences, alongside each of the local transport managers. These managers all hold an international CPC qualification and are based at OCR's operating centres. These transport managers report to you.

This afternoon, you have received the following memo from John Smith, OCR's Managing Director.

MEMORANDUM

From: John Smith, Managing Director

To: Transport Manager

Hi

Welcome to OCR! I am sorry that I haven't had the time to brief you properly, but we should be able to catch up after I get back from Paris.

There are some very urgent issues that need to be addressed right away! In particular, I hope to finalise the contract with JDF plc while I am away in France, so please read my briefing notes (below) and let me have the required data to read over the weekend.

First, some general company stuff that you may not have come across yet. I will concentrate on the things you need to know to plan for the JDF contract.

OUR COMPANY POLICIES

- 1 *All drivers start work at 0700 hrs.*
- 2 *All drivers return to their home base at the end of every shift.*
- 3 *All drivers must carry out a vehicle walkaround check at the beginning of every day, and 15 minutes must be allowed in schedules for this.*
- 4 *All driving breaks are to be taken as late as possible, and for the shortest possible time. These breaks may only be taken at our depots or at customer sites.*
- 5 *Our vehicles have always been single-manned. We may have to change this if we win the contract to deliver to Paris, but not for any UK runs!*
- 6 *Drivers are always subject to Regulation EC561/2006.*
- 7 *We have always used the standard RHA terms and conditions of carriage.*

FIG.1

COSTING INFORMATION

Use the following standard figures for the costings:

	<u>Rigids</u>	<u>Articulated combinations</u>
Driver costs per day (per driver)	£120	£120
Other standing costs per day	£130	£140
Running costs per km	£0.50	£0.70
Profit mark-up on all our costs	15%	15%

THE JDF CONTRACT

JDF plc manufactures and sells a wide range of goods all over the world. In the UK, they have suppliers in Stoke-on-Trent, Cannock, Wyesham, Witney and Newbury, and their own purpose-built warehouse operation in Reading. JDF have never operated a truck!

This is a proposed one-year contract that comes in two distinct parts:

- 1 Collections are to be made from JDF's suppliers within the UK, delivered to JDF's warehouse in Reading, once every week.*
- 2 Deliveries to Paris (from Reading, once every two weeks).*

UK Collections & Delivery

Assume that we will use a rigid vehicle. You will have to work out the driver schedule for the route.

Below is a table that details the UK collections route for the delivery to Reading, to be carried out every Monday (so there will be 52 per year). One of the route planners has provided the exact distances. The route will start operating in 10 weeks from now.

FIG.2

Route	Distance
OCR Manchester to Stoke-on-Trent	70.00km
Stoke-on-Trent to Cannock	32.98km
Cannock to Wyesham	140.00km
Wyesham to Witney	93.34km
Witney to Newbury	58.34km
Newbury to JDF Reading	23.34km
JDF Reading to OCR Manchester	280.00km

Use an average driving speed of 70kph throughout, rounding down to the nearest minute where necessary.

Allow 30 minutes for loading at each collection point, and allow 20 minutes to unload at JDF Reading. The driver must assist with all vehicle loading and unloading, EXCEPT at Wyesham, where JDF's supplier insists that all drivers remain in their canteen while on their site.

Paris Deliveries

The delivery from Reading to Paris, carrying high value goods, will be once every two weeks starting in 10 weeks' time (that means it's 26 times per year), using a new articulated combination. Part of the proposed deal is that we will be expected to organize all of the paperwork.

Return distance is 1,046km, and I want the job to be completed in a single day. So, the vehicle will have to be double-manned for these journeys.

JDF have agreed to pay for ferry and toll charges direct.

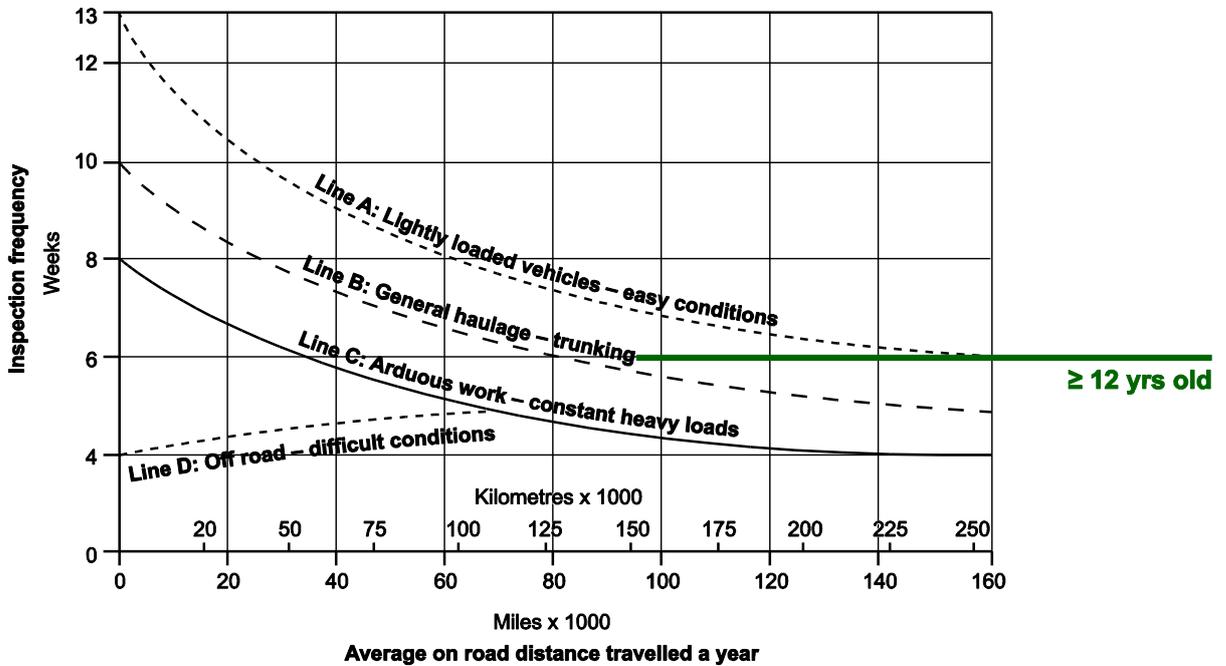
We will buy a new 40,000kg GVW articulated combination to operate this contract. I want to maintain the current margin in the Western Traffic Area, where we have 20 vehicles currently authorised at Tilehurst.

We simply do not have enough space at our Tilehurst depot to base another vehicle there. JDF have agreed that we can park the articulated combination at their Reading warehouse for a small rental charge (we will find other general haulage work for it when it's not in use on the Paris route). Our Transport Manager at Tilehurst will take responsibility for the vehicle parked in Reading, which is also in the Western Traffic Area.

Our workshop in Tilehurst will not be able to maintain any extra vehicles, so we will need to find a local garage to do all inspections and servicing for the new combination (I expect it to complete an annual distance of around 125,000km).

Here is the DVSA safety inspection interval guidance, in case you do not have the Guide to Maintaining Roadworthiness.

Fig.3
Guide to safety inspection intervals
 (extract from the DVSA Guide to maintaining roadworthiness)



CMR

Somebody mentioned to me that the Paris run will be subject to the CMR Regulations. I will leave the details for you to sort out, but you will have to advise me about any actions we must take before we start operating these international journeys.

WORKING TIME RULES

I have always been confused about how the Working Time rules affect our drivers, particularly in terms of the breaks that they must take.

I understand that driving breaks count as Working Time breaks too, and I know that all duty time except breaks, rests and POA count as work, but otherwise it's all a bit of a mystery to me!

The drivers have signed a Workforce Agreement permitting them to exceed the 10-hour night worker limit.

I hope this information helps and wish you luck in your first week.

Regards

John

OCR

Oxford Cambridge and RSA

Copyright Information:

OCR is committed to seeking permission to reproduce all third-party content that it uses in its assessment materials. OCR has attempted to identify and contact all copyright holders whose work is used in this paper. To avoid the issue of disclosure of answer-related information to candidates, all copyright acknowledgements are reproduced in the OCR Copyright Acknowledgements Booklet. This is produced for each series of examinations and is freely available to download from our public website (www.ocr.org.uk) after the live examination series.

If OCR has unwittingly failed to correctly acknowledge or clear any third-party content in this assessment material OCR will be happy to correct its mistake at the earliest possible opportunity.

For queries or further information please contact the Copyright Team, First Floor, 9 Hills Road, Cambridge CB2 1GE.

OCR is part of the Cambridge Assessment Group. Cambridge Assessment is the brand name of University of Cambridge Local Examinations Syndicate (UCLES), which is itself a department of the University of Cambridge.

Oxford Cambridge and RSA Examinations is a Company Limited by Guarantee

Registered in England

Registered Office: 1 Hills Road, Cambridge, CB1 2EU

Registered Company Number: 3484466

OCR is an exempt Charity

© OCR 2015

E105 SEP15