

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

05689

**Friday 8 March 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.

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Background

Celtic Air Parts Ltd (CAP) supplies components to the air transport sector, including some regulated dangerous goods. Based near Glasgow Prestwick Airport, the company operates a mixed fleet of owned vehicles to serve the many regional airports throughout Scotland, including those on surrounding islands.

CAP hold a Standard National operator licence, authorising nine vehicles and five trailers until 31/12/2020.

CAP's Managing Director wants to open a new operating centre in Inverness, to reduce distances travelled by the collection and delivery vehicles. He has identified a suitable site which would be available in September 2019 on a 10-year lease. He intends for CAP's nominated transport manager to control operations at Inverness.

His plan for Inverness involves moving some of the company's five 5,200kg GVW vans from Prestwick to Inverness, and buying a suitable curtain-side trailer, to be towed by the company's 44,000kg GVW tractor unit. The articulated combination will trunk goods overnight to the proposed new Inverness operating centre.

CAP's vehicle fleet

GVW or GTW	BodyType	Number
3,490kg	Fitter's panel van	1
5,200kg	Rigid, box bodied, overcab sleeper pod	5
12,000kg	Rigid, box bodied	1
26,000kg	Rigid, flat-bed	1
32,000kg	Rigid, flat-bed	1
44,000kg	Tractor unit	1
24,000kg	Tri-axle flat-bed trailer	2
26,000kg	Tri-axle skeleton trailer	1
80,000kg	Multi-axle low loader trailer (STGO)	1

CAP's transport manager

The company's nominated transport manager has informed CAP's Managing Director that she is to be prosecuted and the notice of prosecution gives a court date in three weeks time. The Managing Director is concerned about how any conviction and punishment might affect the company's operations.

Collection and delivery routes

CAP's regular collection and delivery services use 5,200kg GVW vehicles, all fitted with night heaters and single "over-the-cab" bunks. All journeys start from and finish at the company's Prestwick operating centre. Vehicles remain on the same route between safety inspections.

Route	Delivery / collection point 1	Delivery / collection point 2	Delivery / collection point 3	Departure days	Number of drivers
1	Edinburgh Airport	Dundee Airport	Aberdeen Airport	Monday, Tuesday, Wednesday, Thursday	1
2	Inverness Airport	Stornoway Airport (via Ullapool Docks)	-	Saturday	1
3	Inverness Airport	Wick Airport	-	Monday, Wednesday, Friday	2

Distances

Between		Distance	Average speed
Prestwick operating centre	Edinburgh Airport	125km	50kph
Edinburgh Airport	Dundee Airport	100km	50kph
Dundee Airport	Aberdeen Airport	125km	50kph
Aberdeen Airport	Prestwick operating centre	300km	50kph
Prestwick operating centre	Inverness Airport	360km	60kph
Inverness Airport	Ullapool Docks	100km	40kph
Stornoway Docks	Stornoway Airport	6km	24kph
Inverness Airport	Wick Airport	50km	50kph
Wick Airport	Prestwick Airport	500km	50kph

Scheduling information and company rules

- Vehicles on delivery routes 1, 2 and 3 are loaded by warehouse staff at Prestwick before drivers take over their vehicles.
- Schedules must allow for 15 minutes at each airport for security checks, to be completed immediately on arrival.
- Schedules must allow 45 minutes for check-in and embarkation onto a ferry, all to be recorded as Other Work (the driving elements are included in the average journey speeds).

- The ferry between Ullapool Docks and Stornoway Docks departs at 10.30hrs and the crossing time is 2 hours 15 minutes. Schedules must include 15 minutes for a vehicle check after the ferry arrives at Stornoway Docks and before disembarkation.
- Schedules must allow 15 minutes for disembarkation from a ferry, to be recorded as Other Work.
- The ferry companies allow drivers to take rest periods in their vehicles on the dockside before and after crossings.
- Schedules must allow a total of one hour for unloading and reloading at Inverness. At all other locations, the total time to be allowed for unloading and reloading is 30 minutes. Drivers are not required to assist.
- All break and rest periods must be scheduled to be taken as late as possible and for the shortest possible time.

Vehicle maintenance and costing information

- All vehicle safety inspections are completed at 8-week intervals, all on Saturdays.
- Each 5,200kg GVW vehicle operates over the same route between safety inspections. The round trip journey for Route 1 takes two days, therefore requiring two vehicles, each completing two round trip journeys every week.
- CAP's maintenance contractor charges £520 per vehicle for each safety inspection, excluding oil.
- Engine oil is replaced at each safety inspection and the 5,200kg GVW vehicles require 7.28 litres costing £10 per litre.
- Fuel currently costs £0.95 per litre and the 5,200kg GVW vehicles achieve 12.5km per litre.
- Tyre life is expected to be 30,000km with each new tyre costing £150.00. The 5,200kg GVW vehicles require 6 tyres.

CAP's drivers

One of CAP's drivers (Ian) renewed his vocational driving entitlement on his 63rd birthday.

Another driver (Shirley) is 43 years old. She passed a Category B driving test in July 2001, passed a Category C1 driving test on 1 August 2018 and passed a Driver CPC Module 4 test on 20 October 2018.

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