

**OCR CERTIFICATE OF PROFESSIONAL  
COMPETENCE IN ROAD HAULAGE**

**UNIT 4 CASE STUDY**

## **Pre-release case study**

This case study scenario has been published prior to the CPC Road Haulage examinations to be held on Friday 6 June 2008.

The case study scenario will form the subject for questions in the paper. You should thoroughly prepare yourself to answer questions based on the scenario. You should not however limit your study solely to the areas covered in the case study as questions may encompass any area of the syllabus.

You can view the full units, sample assessment materials, tutor and administrative details in each CPC qualification area of the OCR website at [www.ocr.org.uk](http://www.ocr.org.uk) by using the qualification finder on home page to find Vocationally related certificates/Logistics and transport and then selecting the OCR Level 3 Certificate of Professional Competence in National or International Road Transport or Passenger Transport.

## **BACKGROUND**

### **Current Operation**

John Johnson, an owner driver aged 45, carries out work for a single customer, which mainly involves multiple drop work in and around Huntingdon. He has done this for the last 18 months after being made redundant from his previous job as a dairy herdsman. John has no qualifications other than a driving licence covering categories A, B & C1.

The work for his customer currently averages 30 deliveries and 20 collections per day and John covers an average distance of 120km per day.

John currently owns a 7500kg GVW rigid box bodied vehicle with a sleeper cab, purchased new from his customer. This vehicle is not fitted with a working tachograph. He operates on his customer's operator's licence. The customer charges John for this service and for providing a CPC holder and a DGSA. John takes his vehicle home in the evening parking it on the roadside, and uses it most weekends to help out a friend by moving furniture between furnished properties which she owns.

The number of working days with his vehicle for this customer is 250 per annum.

### **Dangerous Goods**

John currently carries dangerous goods on three days a week. The following goods are carried:

UN 1790 Hydrofluoric Acid of Packing Group 1 with a Transport Category 1 and a Limited Quantity 0.

John has tried to contact the DGSA, but only gets an answer machine message. His customer has told John that there is nothing to worry about as the consignments are packed in one litre plastic bottles and as he never carries more than 100 at a time, they are exempt from dangerous goods regulations.

The customer also informed John that it is a remote service and the DGSA never visits.

## **Future plans**

John has now received a substantial family inheritance and decided to purchase a new 40 tonne tractor unit with the sleeper-cab, fully air-conditioned, to gain his licence to driving articulated vehicles and to obtain his CPC.

At a recent visit to his local pub John was explaining his plans to a friend. She suggested John contacted her employer as they were offering a new service for their customer and required someone to operate the transport for them. John has been to see the company's Logistics Manager and as a result has been offered work on two routes which are outlined below. The company will need to know when John will be able to start the service and has stated that he must become compliant with ISO environmental standards within 12 months of starting the contract. John has a good friend, Peter Cummings, whom he can trust and who has a three-axled tractor unit and Peter is willing to share the new contract with John.

### **Route 1 - Huntingdon to Birmingham Airport**

This route operates Monday to Friday.

The load is 20 non-stackable standard UK pallets of one tonne for air freight out of Birmingham.

Depart Huntingdon 1800 hrs. On arrival at Birmingham the driver hands in his paperwork which takes 15 minutes and the same amount of time is required to collect the paperwork before departure with the return load. The shunter driver uncouples the trailer and positions it for the driver. The trailer is unloaded and reloaded without the need for the driver's assistance. Provided that the aircraft arrives as per schedule, the departure time from Birmingham is 0300 hrs.

On both collection and return 30 minutes is required at Huntingdon for collecting/positioning the trailer, checking the vehicle and handling the paperwork.

### **Route 2 - Huntingdon to Heathrow Airport**

This route operates Tuesday to Saturday.

The load is for 20 non-stackable standard UK pallets of one tonne each.

Depart Huntingdon 0500 hrs. On arrival at Heathrow, the driver hands in his paperwork which takes 15 minutes and the same amount of time to collect the paperwork before departure. The shunter driver uncouples the trailer and positions it for the driver. The trailer is unloaded and reloaded for the driver without the need for his assistance. Provided that the aircraft returns as per schedule, the departure time from Heathrow is 1400 hrs.

The tri-axled trailers used on these contracts are the property of the customer. John and Peter are to provide traction only.

The distances for the journeys are as follows:-

Huntingdon to Birmingham 140 kilometres  
Birmingham to Heathrow 140 kilometres  
Heathrow to Huntingdon 140 kilometres

## Vehicle information and general costs

	2-axled tractor unit	3-axled curtain sided trailer customer owned	3-axled tractor unit owned by Peter	2-axled rigid currently owned by John
Kerbside Weight	7500kg	6500kg	9000kg	3900kg
Purchase Price	£75000		£95000	£36000
Residual Value after 4 years	£30000		£40000	£15100
Insurance per annum	£1600	£990	£2000	£1110
Vehicle Excise Duty	£1500		£1750	£140
Operator Licence fees	£45		£45	Charged by customer £1500
Average speed kilometres per hour	40		40	50
No. of tyres Cost Normal life span	6 £200 each 40,000km		10 £350 each 40,000km	6 £150 each 45,000
Other running costs (oil grease etc)	3.5ppk		4.0ppk	2.5ppk
Kilometres per litre of fuel	2.5		2.0	4.0
Annual maintenance costs	£2500		£3000	£1250
Fuel cost per litre	£1		£1	£1
Days available per annum	300		300	250

## Additional information

John's friend from the pub thinks John could be in serious trouble as she has been told what he's doing is not correct, and that John's current customer is known in the area for not always following the rules.

## Maintenance

Each month John and Peter complete Safety Inspection Reports for their vehicles. This is a requirement insisted upon by the customer who has provided templates for John and Peter to follow, indicating the boxes where ticks should be inserted.