



OXFORD CAMBRIDGE AND RSA EXAMINATIONS

**LEVEL 3 CERTIFICATES OF PROFESSIONAL
COMPETENCE**

05608

UNIT 4 MANAGING NATIONAL ROAD HAULAGE TRANSPORT OPERATIONS

FRIDAY 9 SEPTEMBER 2011

12.45 PM – 2.45 PM

TIME: 2 HOURS

SCENARIO

Background

You have recently been appointed as the designated Transport Manager of a freight haulage operator known as OCR Transport Limited (OCR).

OCR provides general haulage services and the distribution of white goods and has one trailer for the movement of livestock. The company has a Standard National Operator Licence with authorisation for 14 vehicles and 12 trailers. It is also authorised for the movement of livestock on journeys of less than eight hours. In the past it has transported cattle only, but plans to carry pigs and sheep in the future.

OCR is currently based in a small town situated in the North East Traffic Area. Prior to your appointment OCR was notified that, due to a proposed road widening scheme, the current operating centre is subject to a compulsory purchase order and therefore the company will have to relocate.

Fortunately the Directors of the company were not too dismayed on receiving this news as they have been considering expanding the company for some time, but were unable to do so at the current location due to a lack of space. OCR has been very successful in the last few years and this has led to an accumulation of substantial cash reserves which could be used to fund the purchase of larger premises and extra vehicles.

A new site has been identified some 30 kilometres away, on the outskirts of a town situated just over the border in the North West Traffic Area. The new site is on a purpose built industrial estate and has the benefit of several large buildings which include office, storage and workshop space. There is also the option of purchasing extra land for hard standing if required. However, although the business is relocating, the directors have decided to keep a secondary operating centre in the North East Traffic Area to service a number of existing customers. This operating centre will be shared with an established operator and will house only one tractor unit and one semi-trailer.

The Directors wish you to oversee the smooth transition from the current site to the new sites and are relying on you to ensure that OCR is properly compliant with all legalities, responsibilities and obligations.

The company was operating without any problems until the last eighteen months. Unfortunately since then there have been three incidents of vehicles colliding with low bridges and one of a lorry losing part of its load whilst going around a tight corner, due to inadequate load restraints. Consequently, you have been asked to produce a drivers' handbook outlining their general responsibilities and including a section on the safe loading of vehicles.

Current Fleet

- 4 x 2 axle tractor units (registered from 2004 to 2011)
- 4 x 26 tonne rigid box-body vehicles (registered in 2005)
- 4 x 7.5 tonne curtain sided vehicles (registered in 2010)
- 2 x 3.5 tonne panel vans
- 1 x livestock semi-trailer (purchased in 2006)
- 6 x 18 tonne drawbar box trailers (purchased in 2005)
- 3 x 3 axle flat-bed semi-trailers (purchased from 2008 to 2011)
- 2 x 2 axle box-body semi-trailers (purchased 2010)
- 2 x 1 tonne ULW trailers (purchased in 2009)

Proposed additional vehicles to be acquired.

- 3 x 3 axle tractor units
- 2 x 26 tonne rigid box-body vehicles
- 3 x 3 axle box-body semi-trailers

These vehicles will all be new and of different makes from the existing fleet.

Current personnel

- 1 Accounts Clerk
- 1 Apprentice Mechanic
- 1 Company Secretary
- 10 Full-time Drivers
- 2 Directors
- 3 Mechanics
- 6 Part-time Drivers
- 1 Transport Clerk
- 1 Transport Manager (you)

Current Operations (sample)

Two of the white goods customers require the following two routes to be carried out 5 days a week, 50 weeks of the year. In each case the vehicle travels empty from the operating centre to Newcastle-upon-Tyne where it is loaded. The vehicle then follows the designated route and the driver is required to assist with the loading/unloading at each point, except where specifically mentioned.

Route 1:

Main Operating Centre to Newcastle-upon-Tyne (37.5kms)
 Loading at Newcastle-upon-Tyne (1 hour)
 Newcastle-upon-Tyne to Edinburgh (150kms)
 Unloading at Edinburgh (30 minutes)
 Edinburgh to Glasgow (75kms)
 Unloading at Glasgow (30 minutes) – driver not required to assist
 Glasgow to Carlisle (150kms)
 Unloading at Carlisle (30 minutes)
 Carlisle to Main Operating Centre (37.5kms)

Route 2:

Main Operating Centre to Newcastle-upon-Tyne (37.5kms)
 Loading at Newcastle-upon-Tyne (1 hour)
 Newcastle-upon-Tyne to Leeds (150kms)
 Unloading at Leeds (30 minutes)
 Leeds to Wigan (75kms)
 Unloading at Wigan (30 minutes)
 Wigan to Lancaster (60kms)
 Unloading at Lancaster (30 minutes) – driver not required to assist
 Lancaster to Penrith (75kms)
 Unloading at Penrith (30 minutes)
 Penrith to Main Operating Centre (30kms)

On routes 1 and 2 the driver starts work at 0700 and the vehicle will leave at 0715. On return the driver will spend 15 minutes on paperwork. The vehicle used on routes 1 and 2 averages 75 kph.

Proposed Operations (sample)

This route is for a fruit and vegetable dealer who will bring the produce to the secondary operating centre each evening to be loaded so that the vehicle is ready to leave the following morning. This route will be carried out from Monday to Friday, 48 weeks of the year. Normally the route is carried out in the order given below. However, there are occasions when it is necessary for it to be carried out in the opposite direction, with the first delivery being to Bishop Auckland.

Unloading takes 30 minutes at each point and the driver is required to assist with the unloading only at Middlesborough, Thirsk and Darlington.

Secondary Operating Centre to Durham (50kms)
Durham to Hartlepool (30kms)
Hartlepool to Middlesborough (20kms)
Middlesborough to Redcar (15kms)
Redcar to Thirsk (50kms)
Thirsk to Harrogate (50kms)
Harrogate to Darlington (80kms)
Darlington to Bishop Auckland (15kms)
Bishop Auckland to Secondary Operating Centre (50kms)

On the proposed route, the driver will start work at 0700 and the vehicle will leave at 0715. On return the driver will spend 15 minutes on paperwork. The vehicle used on the proposed route will average 60kph.

Instructions to drivers

For all routes, existing and proposed, drivers have been reminded that they must comply with the Working Time Directive and Drivers' Hours Regulation EC 561/2006. It is company policy that they take their breaks as late as legally possible and keep them as short as legally possible. However this policy does not apply when the driver is at an unloading point and is not required to assist and full advantage should be taken of any such periods if to do so would shorten the overall length of the working day.

Vehicle Costs (£)

	2 axle tractor unit	3 axle tractor unit	3.5 tonne panel van	26 tonne rigid box	18 tonne drawbar box trailer
Overhead costs per day	175	200	50	150	50
Driver costs per day	110	120	80	100	n/a
Tyres per km	0.06	0.07	0.02	0.06	0.04
Fuel per km	0.45	0.50	0.20	0.40	n/a
Maintenance per km	0.20	0.15	0.06	0.20	0.05

Note: The cost of the semi-trailer is included in the figure for the tractor unit where appropriate.

Maintenance

Vehicle maintenance is currently being carried out at the existing site by the three mechanics and the apprentice. However, due to the proposed increase in the number of vehicles in the fleet and the fact that two of the mechanics have said that they are not prepared to travel the extra distance to work at the new sites, the Directors have yet to decide whether to provide in-house maintenance at the new sites or whether it would be more practical and cost effective to have the maintenance work contracted out.

Drivers

The company currently employs 10 full-time and 6 part-time drivers. Four drivers (2 full-time and 2 part-time), are close to retirement and have indicated that they would not be prepared to move with the company because of the extra distance they would need to travel. Due to the loss of these drivers and the expansion of the fleet a recruitment drive will be necessary.

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