

The envelope, which contained this paper, will have been cut open in front of you.

Examination Details:

Paper Title:	September 2025 Series R2 (Road Haulage) Case Study
Paper No:	RCS0925S
Date of Examination:	5/09/2025 13:00 - 15:15

Time allowed: 2 hours 15 minutes**You must have:**

- This case study
- A question/answer booklet

You may use:

- A calculator
- A dictionary
- Any permitted written materials

Instructions

- Use the case study information to answer all the questions.
- Write your answer to each question in the space provided in the question/answer booklet. If you need extra space, use the lined page(s) at the end of the question/answer booklet. The question numbers must be clearly shown.
- Additional paper may be used if required but you must clearly show your name, date of birth and question number(s).
- Answer all the questions.

Information

- The total mark for this paper is 60.
- The marks for each question are shown in brackets () in the question/answer booklet.
- This document has 3 pages.

This case study contains all the information you need to answer the questions. You should not assume any facts or actions that are not detailed here.

Background

My name is Tristan. My father, my brother James and I traded as M&T Deliveries for many years until my father retired from the partnership and moved abroad in February 2025. He is no longer involved with the business, but James and I continued as set out in the deed of partnership.

The partnership holds a Standard National operator licence that authorises one vehicle at the operating centre in Walvingham. My father is the only CPC holder and is named on the operator licence.

The only owned vehicle is a 7,500 kg GVW rigid lorry (registration number MTD13) which was bought new in December 2022 for £45,000. It is currently taxed, comprehensively insured for any driver and has an MOT certificate valid until January 2026.

I passed a car driving test in 1994 and hold a current digital tachograph driver's card. I have no other qualifications and I have never contacted the Traffic Commissioner.

The business is registered for VAT. Its turnover is about £78,000 a year, based on the lorry working for 260 days per year. Admin costs are currently £27,750 per year. James takes care of PAYE on his and my wages (his wages are included in the admin costs but mine are not) and tells me when to pay HMRC for that and he also completes VAT returns.

I returned from a two-week holiday to visit my father on Friday 29 August 2025. My friend Teresa had been keeping the business going in my absence – I checked that she holds a Category C1 driving licence and all required cards and she is happy to have driven the lorry for £250 per day 'cash in hand'.

Here is what I have done since returning to work and intend to do next week:

This week

Day	Start work time	Finish work time	Activities
Saturday 30 August	06.00hrs	18.00hrs	Detailed below
Sunday 31 August	Day off		
Monday 1 September	06.00hrs	18.00hrs	Driving 8 hours
Tuesday 2 September	06.00hrs	18.00hrs	Driving 8 hours
Wednesday 3 September	06.00hrs	18.00hrs	Driving 9 hours
Thursday 4 September	06.00hrs	18.00hrs	Driving 10 hours
Friday 5 September	06.00hrs	18.00hrs ^x	Driving 7 hours

^x Expected time

Saturday 30 August

- I noticed that two of the tyres on MTD13 were completely bald! They must have been like that for weeks. I got Brian at the local garage to fit a complete replacement set for £2,000. The garage thinks that the new tyres should be good for 40,000 km
- Brian also told me that the lorry's fuel consumption is 10 km per litre. With the diesel costing me £1.30, that is not bad
- Brian pointed out that the lorry has not been looked at by a mechanic since my father left the business, even though the original contract that the Traffic Commissioner has seen is still in place. He offered to forgive the unpaid months if I enter into a new maintenance contract for £432 per

month, to cover safety inspections and servicing. I agreed, signed the document and paid for three months up front

- Brian has offered to buy MTD13 in December 2025 for £15,000 (not bad for a high-mileage vehicle that will be three years old). I will start looking for a new vehicle for next year

Other events this week

- I backed MTD13 into a telegraph pole when trying to do a turn! Small dent to the lorry and some minor damage to the pole's supporting cables, so I did not bother to report it
- My father only found our digital tachograph digi-downloader and our company card recently and he gave them to me when I went to visit him. I used them to download the data from my own card and from MTD13's tachograph – it took ages to complete all the data since February!
- I met with David, a CPC-holder, who offered to act as transport manager, working four hours per week. It will cost £4,160 a year but I think it is worth it and I signed a contract with him. He starts work for me on Monday 8 September.

Next week(s) (expected times and activities)

Day	Start work time	Finish work time	Activities
Saturday 6 September	06.00hrs	18.00hrs	Driving 8 hours
Sunday 7 September	Day off		
Monday 8 September	06.00hrs	18.00hrs	Driving 10 hours
Tuesday 9 September	06.00hrs	19.05hrs	Detailed below
Wednesday 10 September	06.00hrs	18.00hrs	Driving 8 hours
Thursday 11 September	06.00hrs	18.00hrs	Driving 9 hours
Friday 12 September	06.00hrs	18.00hrs	Driving 8 hours
Saturday 13 September	06.00hrs	18.00hrs	Driving 10 hours
Sunday 14 September	Day off		
Monday 15 September	06.00hrs	18.00hrs	Driving 9 hours

Tuesday 9 September

- I have a job to deliver a load of car oil bottles (subject to ADR) to Alnwick. It's a transfer between the customer's depots, so no delivery documentation will be provided. I will use my 7,500 kg GVW lorry, MTD13. The lorry already has an orange reflective plate on the back, so I will have everything I need.
- The customer has agreed to pay my costs, including a fixed £200 for my time as a driver, plus a percentage
- I have worked out the following itinerary:
 - I will start at my Walvingham operating centre at 06.30hrs, when I will complete a walkaround check for five minutes
 - I will leave immediately to drive the lorry to the customer's premises (20 km at 60 kph)
 - I will load the car oil bottles into the lorry myself and secure them (should take 30 minutes)
 - Drive to Alnwick via the A1 and Tyne Tunnel (toll will cost £4.80 each way), a distance of 380 km. The average speed should be 80 kph
 - Deliver the goods myself (should take 15 minutes)
 - Return to my Walvingham operating centre, following the same basic route as the journey north, covering 380 km at an average speed of 80 kph.
 - On my return, I will hand the 18,000 kg GVW lorry back to my friend (see immediately below). This should take five minutes. This will not need me to drive any further
- While I am driving MTD13 to Alnwick and back, Teresa will complete local work for me, using an 18,000 kg GVW lorry that my friend will lend to me. I will photocopy the operator licence disc from MTD13 to put in that vehicle's window.