

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

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**Examination Details:**

<b>Paper Title:</b>	<b>December 2025 Series R2 (Road Haulage) Case Study</b>
<b>Paper No:</b>	<b>RCS1225S</b>
<b>Date of Examination:</b>	<b>05<sup>th</sup> December 2025 13:00 - 15:15</b>

**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 4 pages.
- Assessment material has been prepared in line with legislation current at the time of production. Any subsequent changes to legislation have not been taken into account, however, responses that refer to amended legislation will be credited.

## December 2025 Series R2 (Road Haulage) Case Study

### Background

Ansledown Holdings plc trades as a haulier from eight operating centres across the UK. It also owns shares in four trading companies that also operate lorries. Details of the companies in the group, the percentage of shares owned by Ansledown Holdings plc and details of vehicles authorised and operated at their 21 operating centres are set out in the table below (Fig.1)

The operations of the five companies in the group are authorised by the appropriate number of Standard International operator licences. Each operating centre has authorisation for at least six trailers more than are operated currently.

	Company that owns or rents each centre, not necessarily the holder of the operator licence									
	Ansledown Holdings plc		AHP1 Ltd		AHP2 Ltd		AHP3 Ltd		AHP4 Ltd	
% of shares owned by Ansledown Holdings plc	n/a		100%		75%		49%		30%	
	Vehicles authorised (A) and operated (O) at each operating centre									
	A	O	A	O	A	O	A	O	A	O
<b>Eastern Traffic Area</b>										
Estwich Lane	20	20								
Bardhope Road			15	14						
<b>North Eastern Traffic Area</b>										
Upper Bockride	9	6								
Marslock					21	21				
<b>North Western Traffic Area</b>										
Arbon Drive	11	11								
Lower Felwalk			8	8						
South Lane							9	9		
<b>Scotland Traffic Area</b>										
Duncorne	5	4								
Kilrieth									11	8
<b>South East and Metropolitan Traffic Area</b>										
Kilmortin	23	20								
Central Depot			15	12						
Railway Yards							11	8		
<b>Wales Traffic Area</b>										
Pantmarw	4	1								
Swanton North									16	15
<b>West Midlands Traffic Area</b>										
Walvingham A	43	40								
Walvingham B			15	12						
Berryton Avenue					5	5				
Carfold Street							27	26		
<b>Western Traffic Area</b>										
Alburton Road	12	11								
Craft Walk							17	17		
Old Town									24	23

Fig.1

## December 2025 Series R2 (Road Haulage) Case Study

### Group policies

The following policies have been adopted by all five companies in the group:

- Operator licences are all Standard International and are held and managed by Ansledown Holdings plc whenever possible, under operator licensing rules regarding subsidiaries
- Drivers are required to complete a vehicle walkround check whenever they take over driving **any** vehicle. Schedules must allow 15 minutes for this. This includes a time allowance for making any required manual entries
- All driver breaks are to be taken at the latest possible time and for the shortest period
- Vehicles are depreciated using the reducing balance method, at 22% per year or part year
- Vehicles are required to carry spare bulb kits

### Vehicle transfers and sale

The following actions are scheduled for Monday, 8 December 2025:

- Transfer one 18,000 Kg GVW lorry from Craft Walk to Walvingham B. This is a permanent transfer
- Transfer one 40,000 Kg GTW articulated combination from Walvingham A to Craft Walk. This is a transfer for two months, after which time the vehicle and semi-trailer will return to Walvingham A
- Sell one tractor unit currently based at Craft Walk for £40,000. The vehicle was purchased new in 2023 for £85,000, excluding the cost of its initial tyre set

### Driver schedule for the vehicle transfers and sale

One driver who is based at Craft Walk is to be scheduled to drive the vehicles to be transferred or sold on Monday. The following itinerary has already been decided for the driver:

- Start work at 07.00hrs
- Drive the unladen 18,000 Kg GVW lorry from Craft Walk to Walvingham B, for 195 km at an average speed of 65 kph
- Drive a 3,500 Kg GVW van from Walvingham B to Walvingham A, for 5 km at an average speed of 50 kph. The van, which is not fitted with a tachograph, will be returned to its base by another driver later in the day
- Drive the 40,000 Kg GTW articulated combination unladen from Walvingham A to Craft Walk, for 195km at an average speed of 65 kph
- Drive the tractor unit to be sold, from Craft Walk to the dealer who will buy the unit, for 90 km at an average speed of 60 kph
- Travel back to Craft Walk as a passenger in a car driven by an employee of the dealer, for 1 hour 15 minutes

### Issue with vehicle lights

A recent review of vehicle safety inspection reports at Ansledown Holdings plc's Kilmortin operating centre revealed a significant number of defects relating to vehicle lights and reflectors, many of which should have been identified, reported and rectified by drivers. The company is to issue an instruction to drivers, detailing the actions they should take when checking vehicles.

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### Proposed delivery

AHP3 Ltd is to send an owned rigid lorry from South Lane to complete the following itinerary:

- Load a customer's goods at premises near the operating centre, delivering them to Paris, France
- Load at the same premises in Paris, delivering these goods to a warehouse in Frankfurt, Germany
- Drive unladen to Vienna, Austria where goods to be delivered in Budapest, Hungary will be loaded
- Load further goods at the same premises in Budapest, delivering them to Belgrade, Serbia
- The return journey has not yet been planned