

*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>September 2023 Series P2 (Passenger Transport) Case Study</b>
<b>Paper No:</b>	<b>CPCP1923</b>
<b>Date of Examination:</b>	<b>8<sup>th</sup> September 2023 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.
- Covid-19: Candidates will not be questioned on any temporary rules introduced due to Covid-19. Answers that reflect such measures will not be credited.

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## Background

Rol Coaches Ltd (RC) holds a Standard International operator licence, authorising 30 vehicles, all currently operated from a single operating centre in Taunton, (Somerset) in the Western Traffic Area. RC owns the freehold for its operating centre and currently rents an area of land on a disused airfield one kilometre away, which it currently does not use.

You are the Nominated Transport Manager, holding an International CPC which you gained in 2021. You report directly to James, the company's operations director.

RC currently has a mixed fleet of 27 large buses and coaches plus 3 x 20-seat mini-coaches and operates school contracts as well as private hires and some Local Services.

You have suggested to James that, as a result of the number of people who have moved to the West Country in the last 2 years, but commute to city offices on one or two days each week, there is a potential market for more coach services from your local area to and from Bristol. An existing operator who currently operates this type of service has recently had their operator licence revoked, following a Public Inquiry. You are obviously keen to ensure that this should not happen to RC and have suggested a number of measures which could be introduced to help you ensure compliance.

## Current Issues

One of James' concerns is that RC's current operating centre is very congested when all vehicles are parked there, and coaches are being damaged when maneuvering within the confined area. He is considering parking some vehicles on the disused airfield site and has asked you about the implications of doing so. You have expressed concerns about the added difficulties of ensuring compliance when vehicles are parked on a remote site.

## Company Policies

- All drivers' hours and working time breaks and rest periods must be taken as late as possible and for the shortest possible time.
- Drivers must make full use of all extensions to drivers' hours regulations when appropriate.
- Drivers must complete a walk round check and must refuel the vehicle they are to drive when beginning duty and when taking over a vehicle from another driver. 15 minutes must be scheduled for this.
- All drivers are based in Taunton and always start and finish their duties there, unless taking a daily rest elsewhere when operationally required. When taking rest periods away from base, they may be reduced.
- RC have a workforce agreement opting everyone out of the 10-hour night worker limit.
- RC currently apply a 15% profit markup on costs when preparing quotations.

## Future Work

A local employer has just secured a contract with an Anglo-Irish company which will involve transferring its staff between Plymouth in Devon and Omagh in Ireland on a monthly rotation. James has been asked to give a quotation for providing these transfers. Staff will travel in both directions, with the Plymouth to Omagh transfer operating every Saturday and the Omagh to Plymouth every Sunday.

You have determined that passengers will be picked up in Plymouth, the coach will then stop briefly at RC's operating centre in Taunton to refuel, before then travelling immediately to Cairnryan.

- Loading passengers in Plymouth and in Omagh will each take 30 minutes, unloading in Omagh and Plymouth will each take 30 minutes
- The Cairnryan/Belfast ferry route will be used in both directions. The outward journey every Saturday will use the service which departs Cairnryan at 0730hrs, arriving in Belfast at 0945hrs.
- Check in will begin immediately on arrival at Cairnryan and takes 30 minutes, embarkation follows immediately and takes 30 minutes. The ferry departs immediately after embarkation.
- The client will pay for ferry crossings and any necessary drivers' accommodation.
- You have identified 3 possible drivers who could work on this operation, Don, Val and Jim, all based at the Taunton operating centre.
- A 49-seat coach will be used.

The average speeds given in the table below, take account of time taken for driver changeovers and for ferry disembarkation.

<b>Route Section</b>	<b>Distance</b>	<b>Average Speed</b>
Taunton to Plymouth	122.5km	70kph
Plymouth to Taunton	122.5km	70kph
Taunton to Cairnryan	690km	60kph
Belfast to Omagh	120km	60kph
Omagh to Belfast	120km	60kph
Cairnryan to Taunton	690km	60kph

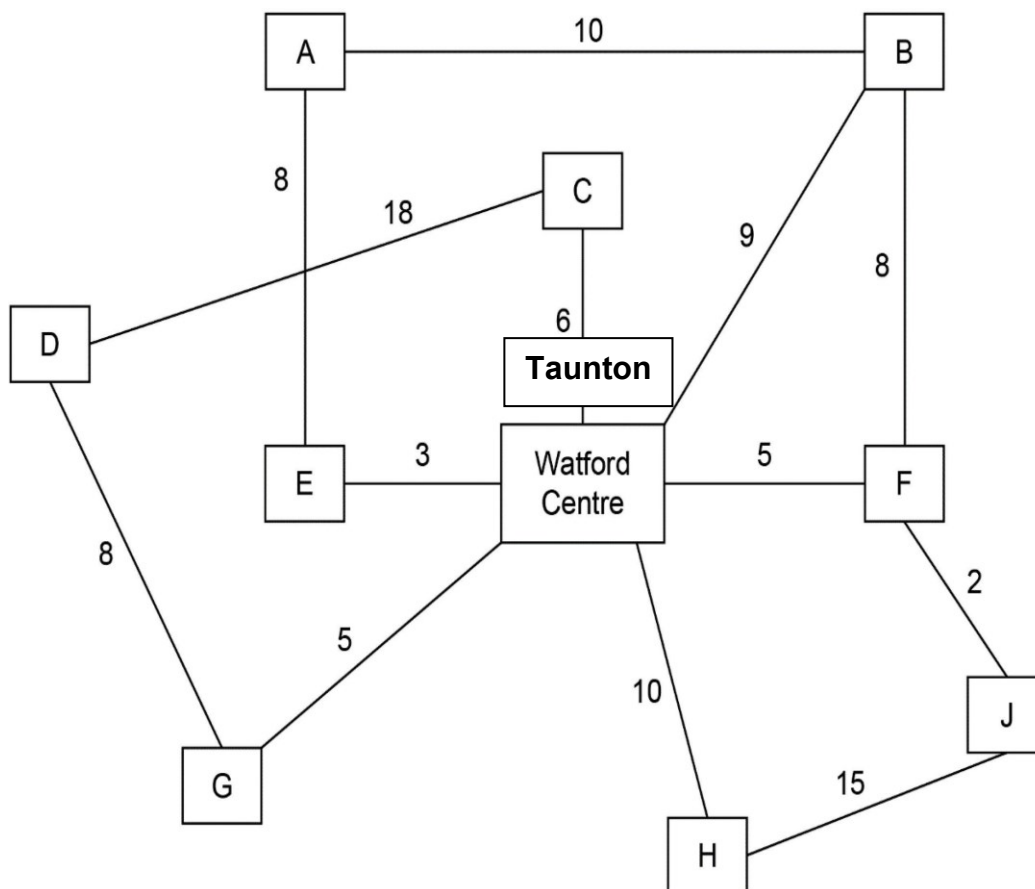
James is keen to follow up your suggestion of a commuter service from your area to and from Bristol and has suggested that such a service would also require the operation of a feeder service from local villages, into your operating centre, from where the commuter service would leave. You have done some market research and established an idea of likely demand. The drivers who operate these feeder services will finish them in time to go straight on to their scheduled school contract runs.

These drivers only ever drive on RC's local bus services and their school contract operations.

Your market research has indicated the following likely passenger numbers at various pick-up points in local villages.

<b>Pick-up Point</b>	<b>No. of passengers at pick-up point</b>
A	2
B	8
C	12
D	4
E	4
F	6
G	4
H	6
J	14

The diagrammatic map below shows the intended feeder pick-up points and travelling distance between those points in kilometres.



### RC Vehicle Financial and Operating Information

<b>Coach size</b>	<b>49-seat</b>
Annual standing cost including depreciation	£21,600
Days in use per annum	240
Annual mileage	48,000km
Annual maintenance cost per vehicle	£12,000
Tyre cost per vehicle	£2,800
Expected tyre life	70,000km
Fuel consumption	4kpl
Driver costs including overtime (per day or part day)	£130
Fuel cost per litre	£1.40