

OXFORD CAMBRIDGE AND RSA EXAMINATIONS

**LEVEL 3 CERTIFICATE OF PROFESSIONAL
COMPETENCE FOR TRANSPORT MANAGERS
(PASSENGER TRANSPORT)**

05678

**UNIT P2 CERTIFICATE OF PROFESSIONAL COMPETENCE
(PASSENGER TRANSPORT) CASE STUDY**

FRIDAY 5 DECEMBER 2014 1.00 PM – 3.15 PM TIME: 2 HOURS 15 MINUTES

CASE STUDY

Background

You are a freelance consultant with an International Certificate of Professional Competence in Passenger Transport. You are the external transport manager for 3 operators with a combined total of 48 authorised vehicles.

In the past, you have provided professional advice to Sue-Lin and her partner David Pah, who run a successful limousine business, Pah Executive Travel (PET). PET provides corporate transport for UK and overseas businesses using a fleet of luxury executive cars from its base in Carnforth, Lancashire. PET operates two luxury mini-coaches on a Restricted Operator Licence from the same premises.

PET employs 20 drivers. Only two drivers, Wo Fat and Sen Tam Bar have category D entitlement on their licences. Wo Fat has restriction code 01 on his driving licence and he takes prescription painkillers every day for his stomach ulcer.

Wo Fat and Sen Tam Bar are both UK citizens and are fluent in English and Mandarin. These language skills have enabled PET to successfully market their services to overseas clients, particularly those from China.

Current Fleet

18 luxury executive cars, all less than two years old
2 x luxury 16 seat mini-coaches

The Anglo French Cultural Heritage Experience

A major UK client, Oriental Corporate Resources Ltd (OCR), has approached PET with a proposition involving the provision of transport for a Chinese tour company. PET will be required to provide one 48-seat, 13.5m executive coach which will operate tours called The Anglo French Cultural Heritage Experience. These tours will visit Paris, Versailles, London, Stratford upon Avon, Chester, Cumbria (the Lake District), and Edinburgh.

These 10 day tours will involve groups from China arriving into Paris or Edinburgh and following Route A or Route B as applicable.

Route A: Passengers will be welcomed at Charles De Gaulle Airport, Paris, France, where they will board their coach for the 10 day tour of France and UK, ending at Edinburgh Airport, Scotland. The coach and driver will lay over for 24-hours before commencing Route B.

Route B: Passengers will be welcomed at Edinburgh Airport, Scotland where they will board their coach for the 10 day tour of UK and France, ending at Charles De Gaulle Airport, Paris, France. The coach and driver will lay over for 24-hours before commencing Route A again.

For costing purposes, each Route is 1,900 km, (to be used for Running Costs) and takes 11 days (to be used for Standing Costs), including excursions, empty running and layovers. All accommodation and Channel crossing costs will be paid directly by OCR.

PET has identified a suitable vehicle that could be purchased to operate the 'Experience' tour. Sue-Lin has reached an agreement with the vehicle supplier for it to be serviced at the main dealers in either, Edinburgh, Scotland, or Paris, France, during the 24-hour layovers between the two tour Routes. To ensure that the driver's rest period is not interrupted, the main dealers will pick up and return the vehicle.

Driver and scheduling information

Based on OCR's requirements, David Pah has compiled a provisional schedule (Fig.1) for the tour programme. The tours will be single manned throughout.

If the tours go ahead, David will arrange for Wo Fat to have two weeks holiday immediately before the first tour starts. Wo Fat will then drive the tour coach to Paris, and take a Regular Weekly Rest there before commencing day 1 of Route A for the first time.

Wo Fat will drive days 1-6 (inclusive) of the first tour. On day 6 the tour reaches The Lake District. Sen Tam Bar will take over the tour at the beginning of day 7. The two drivers will change over again whenever the vehicle returns to The Lake District.

Driver 1 (Wo Fat)	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
Start times (UTC)	1200 hrs	1100 hrs	1100 hrs	1012 hrs	0942 hrs	0618 hrs
Driving (hours)	6.0	9.5	9.2	6.0	9.1	4.0
Breaks (hours)	1.0	1.0	2.0	1.0	1.0	2.0
Other work (hours)	4.0	1.0	2.0	1.0	0.0	2.0
POA (hours)	3.0	0.5	2.0	5.0	0.0	6.0

Fig.1

Costing information

Vehicle purchase price (including tyres)	£295,000
Expected resale value	£150,000
Life expectancy	5 years
Drivers basic wage (treat as standing cost)	£100.00 per day
Drivers daily allowance (treat as standing cost)	£25.00 per day
Overheads (treat as standing cost)	£120 per day
Tyres x 6	£250.00 each
Tyre life expectancy	50,000 km
Maintenance	£0.04 per km
Fuel	£1.20 per litre
Fuel usage	4km per litre
Driver hotel accommodation	Free of charge
Profit mark up	20%
Average number of passengers per tour	40
Expected annual usage	200 days

1 € = £0.80

Operator Licensing

David has asked you to review PET's Operator Licence to ensure that it can operate the proposed tours. The licence must cover their current vehicles, one new coach and a further margin of two.

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