

**Level 3 Certificate of Professional
Competence for Transport Managers
(Passenger Transport) Unit P2 Case Study 05678**

Friday 18 September 2015 – 1.00 PM – 3.15 PM
Time Allowed: 2 hours 15 minutes

Case Study

This document consists of 8 pages. Any blank pages are indicated.

Background

You are the General Manager and nominated Transport Manager for Grand Prix Travel Services Ltd (GPTS Ltd). You hold a CPC in International Road Haulage Operations.

GPTS currently holds a Standard Goods Vehicle Operator Licence authorising six vehicles and has contracts with two motor racing teams for the transport of cars and equipment to various racing circuits in Europe.

Maintenance of GPTS's vehicles is done in-house, but the workshop resource is much under-utilised and you have been considering ways of making more efficient use of the workshop facilities.

Red Cow Racing (RCR), one of the teams for which GPTS currently works, is considering the possibility of running tours to some European circuits for its staff and supporters. RCR's Operations Manager has asked you if GPTS could provide the coaches for this work.

The directors of GPTS are keen to expand their company and they believe that the addition of a coach business would fit well with the existing operation. They have asked you to evaluate this new enterprise and prepare a report for their consideration.

Red Cow Racing

RCR have sent you an email, outlining their requirements, an extract from which is given below;

"We want to offer a choice of standard or executive coach travel to two circuits next season, Hockenheim (Germany) and Spa-Francorchamps (Belgium).

We'll offer free car parking at our centre here in Coventry for anyone going on the trips, so they can all start out from here. In view of the amount of equipment and luggage to be taken we need both of your drivers to assist with loading at Coventry. We will take care of all accommodation costs and ferry charges, including drivers' accommodation. We will leave you to pay any road tolls.

There must be no unnecessary stops or breaks en route, other than the driver changeovers or for a legal requirement. We must arrive two days before race day (i.e. on practice day) as close to 1000hrs as possible but NO LATER THAN 1000hrs, as entrance to the circuit is not permitted after this time.

We reckon it's best to limit numbers so we'll just take one standard 50 seater and one executive 30 seater to each race. Base your costings on 45 passengers on a standard coach and 25 on the executive coach. You can assume 5 days use of each coach for each tour. You need to arrange pickup times from RCR, so that when we arrive at Eurotunnel Terminal Cheriton, coaches can check-in and then embark without any waiting.

Where do you think it's best to advertise these trips? Should we produce a brochure? What should we put in a brochure? We don't want to be too specific in case we change things."

Following receipt of the email from RCR you have investigated some of the costs relating to coaches and have prepared the following table.

Fig. 1

	50-seat Standard Coach	30-seat Executive Coach
Purchase Price (£) (Vehicles will be purchased new and kept for three years)	190,000	285,001
Tyre Cost (Total per vehicle) (£)	1,950	2,600
Likely residual value at 3 years (£)	98,050	170,000
Standing costs (excluding depreciation) (£) (per day)	140	170
Maintenance (per km) (£)	0.15	0.20
Fuel Consumption (km/l)	4	4
Expected Use (days/year)	250	180
Expected Tyre life (km/tyre)	65,000	52,000
Expected Mileage (km/year)	90,000	75,000
Drivers Wages (£) (per day)	100	140
Drivers Subsistence (£) (per day)	30	30

- All fuel will be purchased at £1.18 per litre.
- You will add the standard GPTS 20% mark-up to all costs when preparing quotations and tenders.

Information for proposed tours

Fig. 2

Depart from	Arrive at	Distance (km)	Average Speed (kph)	Road Tolls per single journey (€)
GPTS Depot	RCR Coventry	15	60	0
RCR Coventry	Eurotunnel Terminal Cheriton	280	80	0
Eurotunnel Terminal Coquelles	Hockenheim	648	90	130
	Spa-Francorchamps	360	90	70

- Average speeds take account of boarding and alighting times at intermediate stops and driver changeover times.
- €1.00 = £0.80

Race Dates are:- Hockenheim - Sunday 24th July 2016
Spa-Francorchamps - Sunday 21st August 2016

Passengers will only be picked up from RCR in Coventry and 30 minutes will be allowed for loading of passengers, luggage and equipment.

Channel crossings will be via Le Shuttle:

- check-in at Cheriton takes 30 minutes
- embarkation onto and disembarkation from Le Shuttle each take 15 minutes (counted as driving time).
- Le Shuttle trains depart from Cheriton on the hour, and at 15 minutes, 30 minutes and 45 minutes past every hour
- crossing time is 40 minutes

Company policies

Drivers are scheduled for 30 minutes duty at the start of every day, for walkaround checks and paperwork.

Drivers are instructed to always take breaks as late as legally possible and for the shortest possible time (except when on board ferries or trains).

Coaches may be multi-manned when necessary to minimise overall journey times. When multi-manning, each driver must drive for the maximum permitted time before being relieved by the second driver.

Fig.3
Guide to safety inspection intervals
(extract from the DVSA Guide to maintaining roadworthiness)

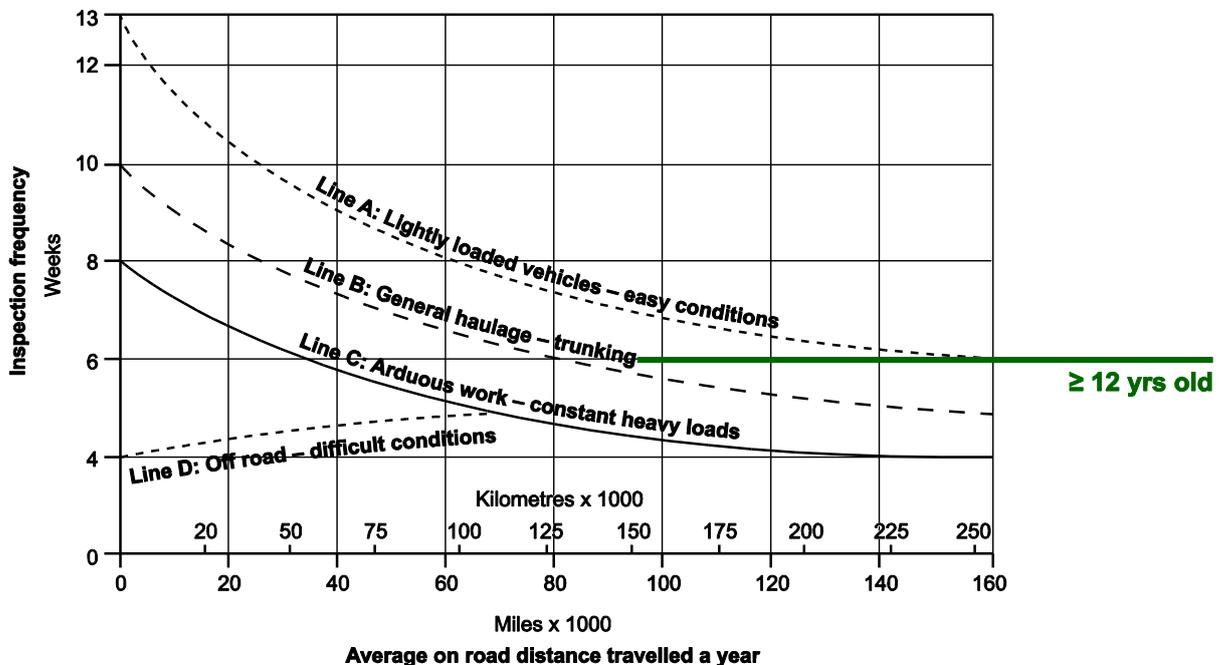


Fig. 4

Extract from GPTS daily defect report sheet, showing items to be checked

Daily or shift check (tick or cross)		*Items refer to articulated lorry and trailer combinations		
Fuel/oil leaks		Lights		Brake lines*
Battery security (condition)		Reflectors		Coupling security*
Tyres and wheel fixing		Indicators		Electrical connections*
Spray suppression		Wipers		Brakes
Steering		Washers		Security of body/wings
Security of load		Horn		Markers
Mirrors		Excessive engine exhaust smoke		Glass

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