

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

Friday 4 March 2016 – 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

Ubet Travel is based in Winchester and is owned by partners, Tim Ubet and Dorothy Smith. They have operated as a partnership for five years and are now considering forming a limited company.

Ubet Travel holds a Standard International operator licence in the Western Traffic Area with authorisation for six vehicles.

Due to the ill health of their previous transport manager, you have recently been appointed as the external transport manager for Ubet Travel.

Current work includes private hire for corporate clients and occasional day trips for local retirement homes.

Ubet Travel's current fleet comprises:

- 2 x 16-seat minibuses
- 2 x 49-seat coaches
- 1 x 42-seat bus (total capacity 70 passengers)

Maintenance is currently carried out by a local garage, which works mainly on large goods vehicles.

Ubet Travel employs three full-time drivers all with Category D+E licences. They also have five part-time drivers, two with Category D1+E entitlement and three with Category D entitlement only.

Future Business

Ubet Travel has been approached by a local employment agency to provide a bus service for its workers, from the centre of Winchester to four factories on the outskirts of Southampton and back.

You have suggested that this could be registered as a local service and be offered to the general public in order to reduce the cost to the agency.

Tim Ubet was previously a tour driver with a local coach company and is eager to expand the business into the tour market. With this in mind he has plans to buy a new 38-seat luxury touring coach and has devised a tour to the German Christmas markets. Tim has not yet finalised accommodation costs with the hotel he intends to use in Boppard, Germany.

The tour will last 5 days, travelling from Winchester to Boppard on day 1, and returning to Winchester on the fifth day. Tim intends to drive the coach and will employ a courier to accompany him. Tim has worked out a tour itinerary as in **Fig 1**.

Day	Itinerary	Km	Average speed
1	Travel Winchester to Dover	206.25	75kph
1	Calais, France to Boppard, Germany	504.00	90kph
2	Rhine valley tour including Koblenz Market	90.00	50kph
3	Day trip including Cologne Market	240.00	50kph
4	Day trip including Rudesheim Market	142.50	50kph
5	Travel Boppard to Calais	504.00	90kph
5	Travel Dover to Winchester	206.25	75kph

Fig 1

30 minutes is allowed for loading luggage and boarding passengers at Winchester and 30 minutes is allowed for unloading at the hotel in Boppard.

The tour will use the 09.30hrs ferry sailing from Dover to Calais on the outward journey, and the 16.45hrs sailing from Calais to Dover on the return. Crossing time is 1 hour 15 minutes in each direction.

On arrival at Dover ferry port the coach immediately proceeds to ferry check-in and border control procedures, which takes 30 minutes, then to embarkation which takes 15 minutes (all counted as driving time). Ferry disembarkation takes 15 minutes (disembarkation is counted as driving time).

The tour is expected to operate with an average loading of 35 passengers.

Company Policies & Procedures

Drivers are always scheduled for 15 minutes at the beginning of every working day to carry out vehicle checks and 15 minutes at the end of each working day to clean the coach and carry out final checks.

Drivers are required to take all breaks as late as legally possible and for the shortest period allowed (except when taken on a ferry).

In order to ensure that passengers are on board vehicles for the shortest possible time, schedules must always begin as late as possible, but still ensure that vehicles arrive at destinations as early as possible.

Operational Concerns

Tim and Dorothy were advised by their previous transport manager to keep a check on their drivers' licences, but neither is sure what they are looking for.

Tim and Dorothy are also concerned that the garage currently providing maintenance for their vehicles is not using the correct safety inspection sheets or carrying out the correct checks on their vehicles.

Fleet financial information

Costs	16-seat minibus	38-seat luxury touring coach	49-seat coaches	42-seat bus
Standing costs (Including depreciation) £ per day	80.00	185.00	180.00	165.00
Maintenance £ per km	0.25	0.55	0.50	0.60
Tyre costs £ per km	0.04	0.06	0.06	0.05
Driver wage £ per day	80.00	100.00	100.00	85.00
Courier wage £ per day	N/A	65.00	65.00	N/A
Driver overnight allowance £ per night	N/A	19.50	17.50	N/A
Courier overnight allowance £ per night	N/A	13.50	12.50	N/A
Ferry cost return including passengers £	360.00	720.00	720.00	N/A
Expected profit £ per day	80.00	150.00	120.00	N/A
Fuel consumption km/l	8.00	3.75	4.00	2.85

Fig 2

All fuel is purchased at £1.20 per litre.

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