

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

05678

**Friday 7 December 2018
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

OCR is a large coach company based in Glasgow with additional depots in Edinburgh and Inverness. You have recently accepted the post of transport manager for the Edinburgh depot and will report to the Managing Director Joe MacDuff.

OCR has a Standard National operator licence in the Scottish traffic area authorising 95 vehicles. There is currently no margin.

OCR operates local services and guided tours in all three cities. It also operates a fleet of executive coaches, used on private hire work.

You are to be responsible for the staff and vehicles listed below.

Vehicles based at Edinburgh

22 x 24-seat service buses

12 x 70-seat open top double deck buses

19 x 48-seat executive coaches

Staff based at Edinburgh

36 local service drivers

6 private hire drivers

5 cleaners

20 City tour driver / guides

4 mechanics

24 tour guides

4 local service supervisors

3 city guide supervisors

1 workshop supervisor

The Edinburgh depot has not had a transport manager for several months and after several staff changes the organisation chart now needs updating.

Current issues

City services in Edinburgh

Service 61a runs from Princess Street to Leith (5km) and returns to Princess Street via a different route (8km). The average speed is 20kph throughout and the headway is 20 minutes, with stand times of 5 minutes at both Leith and Princess Street.

Service 62b runs from Princess Street to Edinburgh Airport (15km) and returns to Princess Street via a different route (20km). The average speed is 25kph throughout and the headway is 35 minutes. The stand time at the airport is 30 minutes and at Princess Street the stand time is 5 minutes.

Possible new service

Joe would like you to investigate setting up an operating centre in Fort William, to accommodate two 25-seat vehicles which will be used to provide a local service for the Ardnamurchan Peninsula. Joe has already identified a suitable site for an operating centre which has a building large enough to accommodate both vehicles. He has also identified a person who lives in Fort William who holds a category D vocational entitlement and who is qualified to maintain the vehicles. Joe has suggested that one second hand vehicle be purchased and a second vehicle to be transferred from the Inverness depot.

Excursion to Prague

A local Beekeeping Association based in the Edinburgh area has asked you to provide a coach and two drivers for an excursion to Prague in the Czech Republic. This group regularly uses OCR for excursions to visit beekeeping groups in Europe and has built up a good relationship with two drivers, Ralph and Stan, from the Edinburgh depot. The group has specifically asked for these two drivers for the excursion to Prague. Ralph is available to start the excursion from Edinburgh. Stan will be on holiday in Yorkshire and has agreed to join the coach at Wetherby. The excursion will use one of the 48-seat executive coaches.

Prague excursion details

- The excursion will leave Edinburgh on Saturday 8th February and arrive back in Edinburgh on Wednesday 19th of February
- The beekeepers would like to leave Edinburgh at the latest possible time
- The ferry crossing to be used will be from Kingston upon Hull to Rotterdam, departing at 2030hrs
- Check in at Kingston upon Hull ferry terminal closes 90 minutes before departure
- Passengers will board the coach at OCR's Edinburgh depot
- 30 minutes must be allowed for daily checks to be completed by the driver before the passengers board the coach
- 30 minutes must be allowed for boarding passengers, and the driver is required to assist
- The excursion will use two drivers and they will be required to work on each day
- The second driver (Stan) will join the coach at Wetherby services, where a 30 minute break will be taken
- Average speed throughout the Edinburgh to Kingston upon Hull journey is 80kph.
- Check in and ferry boarding takes 90 minutes
- The ferry crossing takes 10 hours 15 minutes
- Disembarking the ferry takes 15 minutes which is recorded as driving
- 30 minutes must be allowed for driver changes at all service areas
- Passengers are free to disembark from the coach during driver changes
- Ferry and hotel charges will be paid directly by the Beekeeping Association. They will pay all driver hotel costs and will arrange and pay for a cabin on the ferry for the drivers
- The average speed for the Rotterdam to Prague journey is 90kph throughout
- The vehicle will return by the outward route reversed

Route details for Prague excursion

Section of Route	Distance in kilometres
Edinburgh to Wetherby	340
Wetherby to Hull	100
Rotterdam to Soest Services (Germany)	319.5
Soest Services to Grimma Services (Germany)	292.5
Grimma Services to Prague hotel	328.5
Day trips in Czech Republic	400

Fig. 1Operating costs - 48-seat touring coach

Cost items and units	
Depreciation cost (£ per day)	175.00
Other standing costs (£ per Day)	150.55
Drivers' wage (£ per day)	120.00
Continental bonus paid to drivers while out of Britain (£ per driver per day for 10 days)	30.00
Fuel price (£ per litre)	1.20
Fuel consumption (kpl)	5
Tyre cost (£ per km)	0.04
Other maintenance costs (£ per km)	0.03
Total average toll costs in mainland Europe (£ per km for complete round trip Rotterdam/Prague/Rotterdam)	0.10

Fig. 2Purchase of additional bus

Joe has asked you to look for an additional vehicle for the new service to Ardnamurchan. You have identified a 3 year old vehicle which is for sale at £109,000.00 excluding tyres. This vehicle would have cost £175,000.00 excluding tyres when new. Joe believes that the asking price is too high.

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