

The envelope, which contained this paper, will have been cut open in front of you.

Examination Details:

Paper Title:	December 2023 Series P2 (Passenger Transport) Case Study
Paper No:	CPCP21223
Date of Examination:	08/12/2023 13:00 - 15:15

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.

Background

Treblig Snosrap has operated as a sole trader since January 2020, during which time he has held a Standard International operator licence authorising 15 vehicles in the Eastern Traffic Area. His operating centre is on a rented site in Takeley, 2km (10minutes driving time) from the coach station at Stansted airport. Treblig's current operations consist mainly of private hire work for companies based on or around the airport. Maintenance of vehicles is currently contracted to a local main dealer.

Treblig has approached you, an experienced consultant, and asked you to advise him about some of his plans for the future and some issues which have arisen recently. These include –

- Forming a limited company.
- Operating bus services from Stansted Airport to and from local hotels.
- Scheduling a hotel/airport pickup and drop-off route
- Accuracy of quotations for private hire work.

A recent Traffic Examiner visit which highlighted a number of unsatisfactory issues.

A Stansted based airline's request for potential coach hire in the event of flight cancellations

Company Policies

- All drivers must be scheduled 20 minutes to complete a walkround check when beginning a shift at the operating centre and 15 minutes when away from base.
- There is a workforce agreement in place, opting Treblig drivers out of the 10-hour night-work limit.
- Drivers must take breaks as late as possible and for the shortest possible time, except when on board ferries or Le Shuttle.
- Rest periods away from base must always be for the shortest possible time
- Treblig applies a 20% mark-up on costs when preparing quotations.

Jet 20 hotel transfers

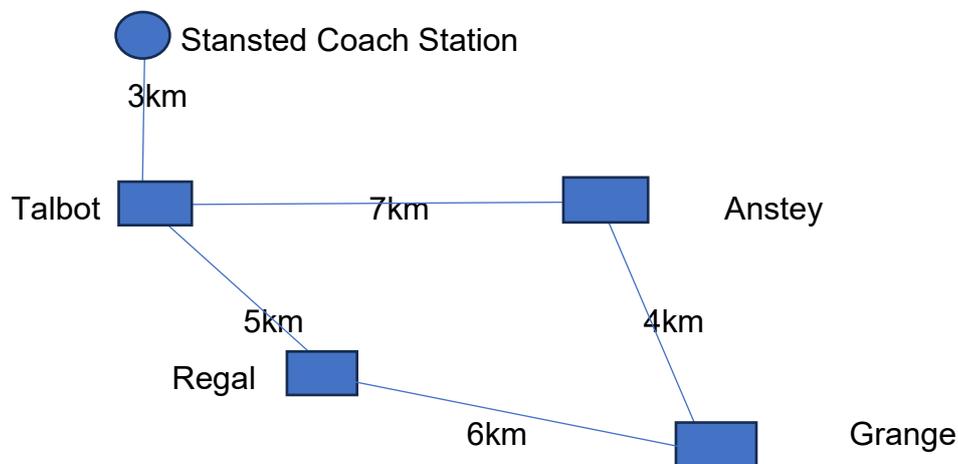
Treblig has a number of clients based at Stansted, for whom he has provided individual coach transfers to and from the airport. One of the largest, Jet 20 Holidays, is planning to increase its number of departures for 2024 and rather than providing individual transfers to and from hotels, has asked Treblig to prepare a schedule for a trial run, picking up and dropping off passengers at a number of local hotels on March 2nd, 2024. Jet 20's 49 returning passengers will have landed and been escorted to Stansted coach station where they will board Treblig's coach for the transfer to their hotels. The 53-seat coach will also pick up departing passengers from those same hotels to take them to Stansted coach station. The departing passengers must arrive at Stansted coach station to meet a Jet 20 representative at 17.30hrs.

December 2023 Series R2 (Passenger Transport) Case Study

You have prepared the table below, showing the number of passengers to be dropped off and picked up at each of the hotels.

Drop-off/pick-up hotels in alphabetical order	Number of passengers to drop off	Number of passengers to pick up
Anstey Hotel	5	20
Grange Hotel	14	15
Regal Hotel	20	6
Talbot Hotel on outbound journey	10	0
Talbot Hotel on return journey	0	4

You have also prepared the diagrammatic map below (not to scale) showing the road distances between each of the hotels for the 2nd March trial drop off/pick-up operation. For scheduling purposes, you should assume an average speed of 30kph on all sections of the journey. Unloading and loading of passengers at each hotel will take 10 minutes in total.



A short notice booking enquiry has just been received in Treblig's office. One of Jet 20's aircraft has been rendered unserviceable at Charles de Gaulle airport in Paris. Jet 20 has agreed to accommodate the 30 passengers in a Paris hotel tonight and have asked whether Treblig can send a coach to Paris to pick up the passengers tomorrow (Saturday) morning to return them to Stansted as early as possible. Treblig has asked for your help in planning and costing this journey and you have prepared the information below.

December 2023 Series R2 (Passenger Transport) Case Study

- Peter is the only driver available and willing to depart for Paris this afternoon, today being the last day of his 2-week annual leave.
- Treblig has a 49-seat coach available for immediate departure.
- The only channel crossings available (which Jet 20 will pay for) are:
 - Le Shuttle departure from Cheriton to Coquelles tonight at 18.30hrs.
 - Le Shuttle departures from Coquelles tomorrow at 10 and 50 minutes past every hour.
 - Le Shuttle crossings in each direction take 35 minutes.
 - Disembarkation from Le Shuttle takes 30 minutes.
 - Loading passengers in Paris will take 30 minutes, driver to assist.

The table below shows road distances and average speeds for each part of the Stansted/Paris/Stansted journey.

From	To	Distance (km)	Average speed (kph)
Takeley	Cheriton	150	60
Coquelles	Paris hotel	300	75
Paris Hotel	Coquelles	300	75
Cheriton	Stansted coach station	150	60

Average speeds given in the table above, take account of time taken to check in and embark Le Shuttle.

December 2023 Series R2 (Passenger Transport) Case Study

Financial and operating information for Treblig's 49-seat coach is given below

	49-seat coach
Purchase price	£260,000
Expected residual value after 5 years	£160,000
Annual standing cost excluding depreciation	£24,750
Number of days in use per annum	250
Number of tyres per vehicle	10
Cost per tyre	£375
Expected tyre life	125,000km
Fuel consumption	4 kpl
Maintenance cost per km	£0.22
Driver cost per day or part day	£150.00
Driver overnight accommodation cost per night	£ 60.00
Road tolls in France	€120
Fuel cost per litre	£1.40

Exchange rate - €1.00 = £0.87