

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

Examination Details:

Paper Title:	June 2026 Series P2 (Passenger Transport) Case Study
Paper No:	PCS0626S
Date of Examination:	18/06/2026 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

- Answers to be written in pen/ink only
- 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

Commuter Coach Services Ltd (CCS) is a bus and coach operator in the UK. It operates local bus services; coach tours, including some package holidays; and private hires.

The company has held Standard International operator licences since 2001, authorising the vehicles that it currently operates. There is also sufficient margin on its operator licences to allow the fleet expansion plans, described below. CCS's operating centres are in Cambridge and Luton, in the Eastern Traffic Area, Newcastle in the North Eastern Traffic Area and Glasgow in the Scotland Traffic Area.

CCS's staff comprises four company directors, six managers, ten administration and support staff members and 37 drivers.

Company expansion plans

International tours

CCS intends to start operating tours to new European destinations, including winter tours that it has never operated before. The new tours will require the company to expand its fleet of vehicles, acquiring new 49-seat and 53-seat coaches, and to employ additional drivers.

CCS will also need to open a new operating centre in Derby, in the North Western Traffic Area. The company plans to rent the operating centre and base a vehicle there to operate on the feeder service for the winter ski tours (as described below) and on local work. The vehicle will be maintained at a local garage and CCS will contract with an external transport manager to oversee operations in Derby.

Finance

CCS intends to offer new company shares to the public. The funds raised from this share issue will be used to finance the expansion plans. This will require the company to convert from its current 'limited company' status to that of a plc.

Company policies and procedures

- All drivers are required to complete one vehicle walkaround check in every 24-hour period, starting when they take over a vehicle. Schedules must allow 15 minutes for this
- On UK work, drivers are required to stop for a 30-minute break after 2 hours of driving. Outside the UK, drivers are required to stop for a 45-minute break after 4½ hours of driving
- Outside the UK, vehicles are always crewed with one passenger assistant who deals with the passengers while drivers take breaks
- All drivers have signed a workforce agreement to opt out of night work limits

Current issue

CCS's Director of Operations is concerned about the company's current vehicle safety inspection intervals and wants to ensure that the fleet is compliant with the DVSA Guide to Maintaining Roadworthiness.

June 2026 Series P2 (Passenger Transport) Case Study

Winter ski tours

CCS intends to start operating ski tours to France, starting in November 2026. The plans are for weekly feeder services to a hub at South Mimms Motorway Services and journeys from South Mimms Services to Albertville (France). The vehicles travelling to France will return with passengers from the previous week's tour.

CCS expects no more than 150 passengers for every tour.

Feeder services

The feeder services will be operated using one 49-seat coach from each of four operating centres, as follows:

Operating centre	Driving time to pick-up point	Distance from pick-up point to South Mimms Services	Average speed for journey to South Mimms Services
Luton	2 minutes	37.5 km	75 kph
Derby	20 minutes	187.5 km	75 kph
Newcastle	45 minutes	450.0 km	75 kph
Glasgow	40 minutes	637.5 km	75 kph

- Schedules must allow 45 minutes at each of the four pick-up points for loading passengers
- The four vehicles must all be scheduled to arrive at South Mimms Services at 13.00 hrs

Journeys to Albertville

Three 53-seat coaches will travel from CCS's Cambridge operating centre to South Mimms Services (70 km at an average speed of 70 kph), each crewed by two drivers and a passenger assistant. Details are as follows:

- The three coaches from Cambridge must all be scheduled to arrive at South Mimms services at 14.15 hrs
- The drivers will take a break while the passenger assistants will manage the transfer of passengers from the feeder services to the vehicles going to France
- The journey to France must begin at 15.00 hrs, travelling from South Mimms services to the Le Shuttle terminal at Folkestone. The distance is 148 km and the average speed will be 74 kph, including an allowance for boarding Le Shuttle
- Checking in at Folkestone will take 30 minutes, managed entirely by the passenger assistants
- Crossings are available on the hour, every hour, and at intervals of 15 minutes. The crossing will take 35 minutes. Drivers will not be required to deal with the passengers during the crossing
- After disembarking, the coaches will drive towards Annecy, in France. The distance from the Coquelles terminal to Annecy is 840km at an average speed of 84 kph, including an allowance for disembarking Le Shuttle
- The coaches will stop in Annecy for 45 minutes, during which time the passengers will eat a pre-arranged breakfast and the drivers will take a break before departing for Albertville
- The distance from Annecy to the hotel in Albertville is 45 km at an average speed of 45 kph
- The drivers will take a rest period in Albertville, in hotel rooms provided free of charge, before returning to Derby, via South Mimms Services, along the same route as the outward journey with guests who travelled to France the previous week

June 2026 Series P2 (Passenger Transport) Case Study

Costing information for one 53-seat coach

Days in use per year	250 days
Days in use for each return trip to and from Albertville, for costing purposes	2 days
Standing costs per year (including vehicle depreciation)	£210,000
Driver cost per day	£200
Passenger assistant cost per day	£150
Maintenance costs per year	£16,000
Cost of tyre set	£3,250
Expected tyre life	65,000 km
Fuel cost	£1.20 per litre
Fuel consumption	10 kpl
European allowance for each CCS staff member taking a rest period outside the UK	€45 per person, per night
Tolls in UK and France for return journeys	£125
Le Shuttle return fare	€1,910
Exchange rate	€1 = £0.88