



**OXFORD CAMBRIDGE AND RSA EXAMINATIONS**

**LEVEL 3 CERTIFICATES OF PROFESSIONAL  
COMPETENCE**

**05609**

**UNIT 5 MANAGING NATIONAL ROAD PASSENGER TRANSPORT OPERATIONS**

**FRIDAY 4 JUNE 2010**

**12.45 PM – 2.45 PM**

**TIME: 2 HOURS**

**SCENARIO**

## **Background**

You are a qualified vehicle engineer and hold a full clean driving licence which includes vocational category D entitlement.

You and your two sisters currently work for a bus company which operates only local services. Your two sisters both hold category D + E entitlement on their driving licences as they previously worked for a company which specialised in tours which involved towing trailers.

Your parents both died recently leaving the three of you approximately £750,000 in total. The money will be used to start up a bus and coach business. Discussions are taking place as to the business medium to be used – your sisters would prefer a limited company whilst you would prefer a form of partnership. Whichever is chosen, all three of you will work full time in the business and have an equal share in it. This means that you will all give up your current jobs. Your sisters will both drive full-time. You will also drive when time permits.

A business bank account has been approved in principle with an overdraft facility of £20,000. It is intended that you will become the transport manager and will be the designated professionally competent person once you have obtained the necessary qualification. Until then the business will employ a professionally qualified person.

A suitable depot has been purchased. This has sufficient space to provide in-house maintenance facilities and it already has a pit, so you have decided to convert part of it into a workshop and carry out the maintenance on the fleet yourself. However, you are concerned to ensure that the workshop is as safe as possible and doesn't present a danger to the drivers or other members of staff. This is because a driver with your current company recently suffered a serious back injury when he slipped on a patch of oil on the workshop floor.

You and your sisters are still in discussion as to which medium to run the business through. Of particular concern is protecting the money to be invested in the business. In addition to worries about what would happen should the business fail you are aware that your current employer recently lost a lot of money when part of their operating centre was damaged by fire and their insurance cover proved to be totally inadequate. Also, a dishonest book keeper stole a week's takings for which there was no insurance cover at all. Therefore your sisters have asked you to consider how best to protect the assets of the business.

There have been a number of incidents recently on your bus when disruptive and drunken passengers have caused problems. You simply called the transport manager and followed his advice and are unsure as to how you and your drivers should handle such situations.

## **Proposed Staffing**

You

Your two sisters

1 cleaner

1 clerical assistant

4 drivers (full-time)

2 drivers (part-time)

The full-time drivers will be required to hold a minimum of category D entitlement on their driving licences. The part-time drivers will be required to hold a minimum of category D1 entitlement on their driving licences. All drivers must be prepared to train to obtain additional entitlements.

You have already identified two full-time drivers who both hold category D + E entitlement. They have accepted job offers and they will join you as soon as the business is operational.

### Proposed Fleet

2 x 47-seat coaches first registered in 2007  
 4 x 36-seat buses first registered in 2000  
 2 x 16-seat mini-buses first registered in 2002  
 2 x trailers MAM 1020 kgs

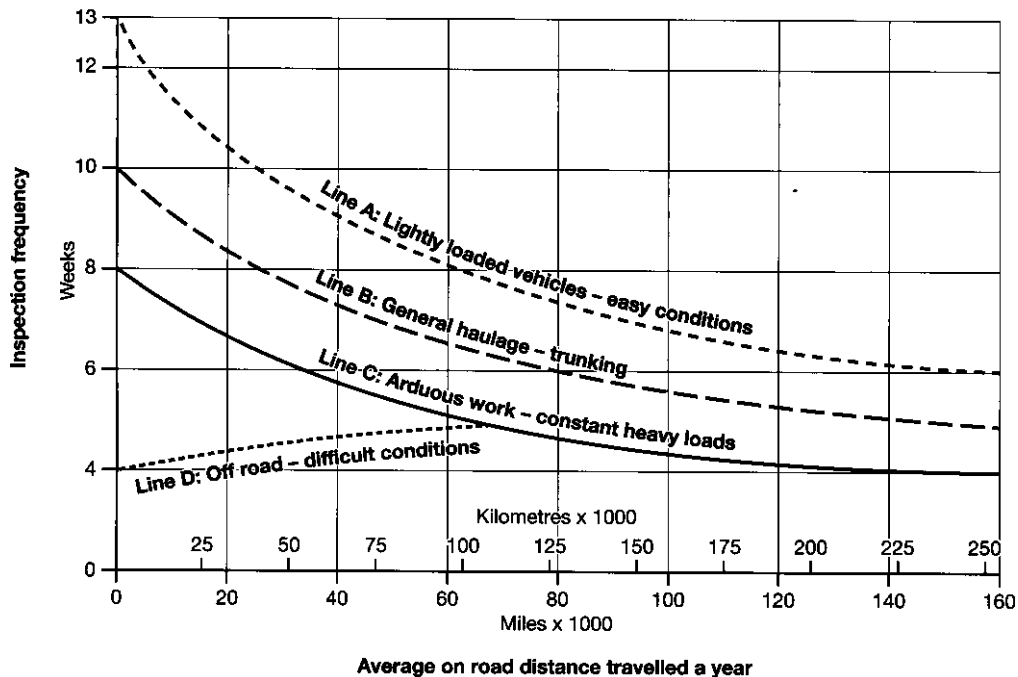
### Proposed Operations

A local travel agent has invited you to quote for the provision of coaches for five-day tours to the Lake District departing each Thursday and returning on the following Monday. You intend to use the two 47-seat coaches from the proposed fleet. Each tour will cover 1100 kms during the five days using a 47 seat coach drawing a 1020kg trailer. The driver's accommodation will be paid for by the travel agent.

Your market research has identified the need for a regular circular bus service departing from and returning to the town in which your operating centre will be situated. There are to be seven intermediate stops, the total journey time will be two hours thirty minutes and the length of the route is 48kms with no two stops being more than twelve miles apart. The service will operate hourly from 0800hrs until 1900hrs on Monday to Saturday all year round. You intend to use the four 36-seat buses from your proposed fleet which are fitted with analogue tachographs.

<b>Vehicle Costs</b>	<b>Minibus</b>	<b>Bus</b>	<b>Coach</b>	<b>Trailer</b>
Standing costs (£ per day)				
Fixed Costs	100	140	200	10
Driver Costs	80	85	100	-
Driver's Overnight allowance	-	-	15	-
Running Costs (pence per km)				
Tyres	3.0	4.0	7.0	1.0
Fuel	20.0	22.5	33.0	-
Maintenance	3.0	5.0	6.0	0.5

## A GUIDE TO SAFETY INSPECTION INTERVALS



- 1 Safety inspection intervals for all vehicles should fall between lines A and C or A and D as appropriate.
- 2 The chart is only a guide and it is the responsibility of you, the operator, to increase these frequencies should the operating conditions demand it. Equally, they may be decreased if you are confident that this will still be effective in maintaining roadworthiness.
- 3 The actual inspection interval chosen should be determined by taking into account:
  - the conditions under which a vehicle will be operated;
  - the expected annual mileage;
  - the recommendations of the vehicle manufacturer; and
  - other factors that may increase the risk of vehicles becoming unroadworthy
- 4 Vehicles that are only used for part of the year, or that have been out of service for some time, should be inspected before they are first used. When they are being used, the subsequent safety inspection intervals should be determined in accordance with this chart – conditions of use and the equivalent annual mileage (eg 20,000 miles covered over a six month period represents an equivalent annual mileage of 40,000).
- 5 Trailers not permanently coupled but in regular use need to be assessed on their conditions of work and anticipated mileage.
- 6 Where there are doubts about what interval to choose, new operators are advised to be cautious and make more, rather than fewer, checks.
- 7 Exceptional or difficult conditions can be encountered by vehicles operating on unmade roads, eg in quarry work or on building or land reclamation sites, where conditions result in accelerated component wear and vehicle damage. Vehicles carrying corrosive substances or working on premises where such substances exist may also qualify for inclusion in this category.
- 8 It is likely that an appropriate inspection frequency for public service vehicles would fall between curves A and B, up to a maximum period of ten weeks.

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