

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

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**Examination Details:**

<b>Paper Title:</b>	<b>September 2025 Series P2 (Passenger Transport) Case Study</b>
<b>Paper No:</b>	<b>PCS0925S</b>
<b>Date of Examination:</b>	<b>05/09/2025 13:00 - 15:15</b>

**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.

## September 2025 Series P2 (Passenger Transport) Case Study

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### Background

This case study contains all the information you need to answer the questions. You should not assume any facts or actions that are not detailed here.

My name is Tristan. My father, my brother James and I traded as M&T Minibus for many years until my father retired from the partnership and moved abroad in February 2025. He is no longer involved with the business but James and I continued as set out in the deed of partnership.

The partnership holds a Standard National operator licence that authorises one vehicle at the operating centre in Walvingham, which I usually drive for the business. My father is the only CPC holder and is named on the operator licence.

The only owned vehicle is a 16-seat minibus (registration number MTD12) which was bought new in December 2022 for £45,000. It is currently taxed, comprehensively insured for any driver and has an MOT certificate valid until January 2026.

I passed a car driving test in 1994 and hold a current digital tachograph driver's card. I have no other qualifications and I have never contacted the Traffic Commissioner.

The business is registered for VAT. Its turnover is about £78,000 a year, based on the minibus working for 260 days per year. Admin costs are currently £27,750 per year. James takes care of PAYE on his and my wages (his wages are included in the admin costs but mine are not) and tells me when to pay HMRC for that and he also completes VAT returns.

I returned from a two-week holiday to visit my father on Friday 29 August 2025. My friend Teresa had been keeping the business going in my absence – I checked that she holds an unrestricted Category D1 driving licence and all required cards and she is happy to have driven the minibus for £250 per day 'cash in hand'.

Here is what I have done since returning to work and intend to do next week:

### This week

Day	Start work time	Finish work time	Activities
Saturday 30 August	06.00hrs	18.00hrs	Detailed below
Sunday 31 August	Day off		
Monday 1 September	06.00hrs	18.00hrs	Driving 8 hours
Tuesday 2 September	06.00hrs	18.00hrs	Driving 8 hours
Wednesday 3 September	06.00hrs	18.00hrs	Driving 9 hours
Thursday 4 September	06.00hrs	18.00hrs	Driving 10 hours
Friday 5 September	06.00hrs	18.00hrs <sup>x</sup>	Driving 7 hours

<sup>x</sup> Expected time

### Saturday 30 August

- I noticed that two of the tyres on MTD12 were completely bald! They must have been like that for weeks. I got Brian at the local garage to fit a complete replacement set for £2,000. The garage thinks that the new tyres should be good for 40,000 km
- Brian also told me that the vehicle's fuel consumption is 10 km per litre. With the diesel costing me £1.30, that is not bad
- Brian pointed out that the minibus has not been looked at by a mechanic since my father left the business, even though the original contract that the Traffic Commissioner has seen is still in place. He offered to forgive the unpaid months if I enter into a new maintenance contract for £432 per month, to cover safety inspections and servicing. I agreed, signed the document and paid for three months up front

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- Brian has offered to buy MTD12 in December 2025 for £15,000 (not bad for a high-mileage vehicle that will be three years old). I will start looking for a new vehicle for next year

### Other events this week

- I backed MTD12 into a telegraph pole when trying to do a turn! Small dent to the minibus and minor damage to the pole's supporting cables, so I did not bother to report it
- My father only found our digital tachograph digi-downloader and our company card recently and he gave them to me when I went to visit him. I used them to download the data from my own card and from MTD12's tachograph – it took ages to complete all the data since February!
- I met with David, a CPC-holder, who offered to act as transport manager, working four hours per week. It will cost £4,160 a year but I think it is worth it and I signed a contract with him. He starts work for me on Monday 8 September

### **Next week(s)** (expected times and activities)

Day	Start work time	Finish work time	Activities
Saturday 6 September	06.00hrs	18.00hrs	Driving 8 hours
Sunday 7 September	Day off		
Monday 8 September	06.00hrs	18.00hrs	Driving 10 hours
Tuesday 9 September	06.30hrs	19.05hrs	Detailed below
Wednesday 10 September	06.00hrs	23.00hrs	Driving 8 hours
Thursday 11 September	08.00hrs	20.00hrs	Driving 9 hours
Friday 12 September	06.00hrs	21.00hrs	Driving 8 hours
Saturday 13 September	06.00hrs	18.00hrs	Driving 10 hours
Sunday 14 September	Day off		
Monday 15 September	06.00hrs	18.00hrs	Driving 9 hours

### Monday 8 September

- I will drive a group to a theme park in MTD 12
- The journey involves 15 minutes of driving to the pickup point, 4 hours and 45 minutes driving to the theme park, 4 hours and 45 minutes driving to the drop off point and 15 minutes back to base
- I have agreed with the group leader that there be no intermediate stops between Alnwick and Walvingham
- Tuesday 9 September
- I have a job to collect a group from Alnwick. It involves picking up the group leader before collecting the passengers and driving them all back to Walvingham. I will use my minibus, MTD12
- The customer has agreed to pay my costs, including a fixed £200 for my time as driver
- I have worked out the following itinerary:
  - I will start at my Walvingham operating centre at 06.30hrs, when I will complete a walkaround check for five minutes
  - I will leave immediately to drive the minibus to pick up the group leader (20 km at 60 kph)
  - I will arrive at the group leader's house 30 minutes earlier than requested. I will use that time to clean the inside of the minibus and catch up on some paperwork. The group leader will then travel with me to Alnwick
  - Drive to Alnwick via the A1 and Tyne Tunnel (toll will cost £4.80 each way), a distance of 380 km. Average speed should be 80 kph
  - I will assist with loading the passengers (should take 15 minutes)
  - Return to my Walvingham operating centre, following the same basic route as the journey north, covering 380km at an average speed of 80 kph. The passengers will be dropped off at my operating centre. I will assist with this for 5 minutes

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- While I am driving MTD12 to Alnwick and back Teresa will complete local work for me, using a 49-seat coach that my friend will lend to me. I will photocopy the operator licence disc from MTD12 to put in that vehicle's window.

### Wednesday 10 September

- I will drive MTD12 on a school run in the morning
- Later that morning, I will drive MTD12 to a local senior citizens' centre to take a group to Walvingham shopping mall, returning them by 16.00hrs
- A group has booked me to drive MTD12 on a theatre trip in the evening, returning to Walvingham after the show
- While the passengers are at the show I will do some local work, plying for passengers from a taxi rank