



PRINCIPAL EXAMINER'S REPORT

Subject: CPC – P2

Stage/Scheme: 05678

Series and/or year of examination: June 2013

General Comments

Results for this examination indicated that it was possible to complete the paper comfortably within the two hours' time allowed. Many completed scripts showed that candidates had used their time wisely, to check answers and make changes and additions, thus gaining additional marks.

A small number of scripts had been, as in previous sessions, written and laid out in such a way that it was not possible for examiners to determine the content of answers. It is important that an examiner is able to read the answer and determine what the candidate means by what he or she has written.

A point to note is that marks will not be awarded to candidates who submit an answer that does not answer the question that has been asked. Candidates should be reminded that time spent carefully reading the case study and the questions, is time well spent.

After every examination, a group of senior examiners and industry sector representatives reviews each paper and set the pass mark in order to reflect the paper's level of difficulty. In this case, the pass mark was set at 34, giving a pass rate of 58%

The comments below are intended to help centres and candidates understand how they may best tackle future questions. The answers given are certainly not an exhaustive list, but aim merely to guide.

Question One

Part a) and part b) of this question required the candidate to calculate journey times from given distances and speeds and then working backward from the given arrival times at destinations, calculate the appropriate start time and produce a legal driver schedule.

An example of a schedule which would have gained full marks is:

Double Manned

Sign on	1100hrs
Walkround Checks	1100 – 1130hrs
Drive to Staines	1130 – 1145hrs
Drive to Cheriton	1145 – 1345hrs
Check in	1345 -- 1415hrs
Load	1415 – 1425hrs
Shuttle Crossing	1440 – 1520hrs
Local time	1620hrs
Unload	1620 – 1630hrs
Drive to Monaco	1630 – 0900hrs

This schedule achieves the objectives and stipulations of the case study; arrival in Monaco at 0900hrs and a break of maximum possible duration en route through France. (Two hours and thirty minutes available within a maximum total duty time of 21 hours).

Candidates who worked a single manned schedule, with a stop en route through France when the driver was able to take a daily rest period, were also awarded full marks as long as the schedule was legal in all respects and all stipulations of the case study were met.

Part c) of the question required candidates to understand the requirement for a nine-hour rest within a thirty-hour period when operating under multi-manning rules. Those candidates, who did not account for the thirty-minute walkround check period before departing, did not gain the mark.

Common mistakes in question 1 included:

- Incorrectly calculating journey times from the given speeds and distances
- Calculating correct journey times, but then using an incorrect one in the schedule
- Not accounting within the schedule, for time required for walkround checks, check-in and/or loading at Cheriton and unloading at Coquelles.
- Using a time other than those stated for Le Shuttle departure.
- Not using European time after arriving in France

Question Two

The majority of candidates answered this question correctly and marks were awarded for quotations based on the use of either one or two drivers. The one recurring mistake by candidates in this question however, was to base the quotation on mileage for one way only. An answer which would attract full marks is as below:

Days	3 days		
Standing Cost	3 days @ £180	=	£540
Driver Costs –	3 days @ £100 x 2	=	£600
Daily Allowance –	3 days @ £20 x 2	=	£120
TOTAL DAILY			<u>£1,260</u>
Total Mileage –	12 km + 160 km + 1260 km = 1432 x 2 = 2864 km		
Fuel	2864 km divided by 4 kpl = 716 litres		
	@ £1.25 per litre	=	£895.00
Maintenance	2864 km @ £0.5 per km	=	£1,432.00
Tyres	2864 km @ £0.05 per km	=	<u>£143.20</u>
TOTAL VARIABLE			£2,470.20
TOTAL DAILY/VARIABLE			£3,730.20
	+ 20%	=	£746.04
	Total with mark up		£4,476.24
Plus le shuttle			£372.00
Plus Tolls			£380.00
Final Quotation			£5,228.24

Alternative methods of calculation which arrived at slightly different answers were accepted and marks were awarded for all correctly calculated answers. Some candidates added VAT to the fuel cost and again, marks were awarded for correctly calculated answers on this basis.

Some other common errors were:

- Adding the mark-up to ALL costs
- Not basing standing and driver costs on 3 days use

Question Three

Part a) and part b) of question 3 were very well answered, with almost all candidates achieving the five marks available.

Part c) however, was not well answered, with very few candidates achieving full marks and many gaining none at all.

The question asked for 'specific items of supporting evidence'. However, most candidates simply listed the criteria which a prospective operator must meet when applying for a licence, and did not give the "supporting evidence" which is required to be sent with the application. This may be an example of where candidates did not fully read the question.

Question Four

This question required candidates to calculate the number of buses needed in order to operate two different services.

Part a) questioned a simple operation with one route and a typical answer is:

Route distance = 18km

Average speed = 30kph. Therefore travelling time = $18 \div 30 = 0.6\text{hrs} = 36\text{mins}$

36mins travelling + 10mins stand time = total 46mins

46 mins total journey time \div 20mins headway = 2.3 buses = 3 buses required

Part b) required candidates to use the same calculation for another service route and then determine, by interworking the services, how many vehicles would be required to operate the two routes combined. Many candidates did not read the whole question and failed to answer the final part.

A suggested answer for Part b) would be

Route distance = 12km

Average speed = 30kph. Therefore travelling time = $12 \div 30 = 0.4 = 24\text{ mins}$

24 mins travelling + 10 mins stand time = total 34 mins

34 mins total journey time \div 30 mins headway = 1.13 buses = 2 buses required

By interworking the two services, as they both use the same terminal, -:

$2.3 + 1.13 = 3.43$ buses = 4 buses required

The company currently owns 2 buses, so **2 buses must be acquired**

Many candidates did not read the detail of the two services and doubled the route length and stand time (copying the formula from training notes) to calculate total journey time. This obviously resulted in an incorrect journey time and therefore an incorrect number of buses required.

Other recurring errors were:

- Using the route length as journey time
- Using the 30 minute headway from the current service in the calculation for the proposed new service

Question Five

This question was well answered with most answers having been taken directly from training notes and marks were only lost where candidates did not **OUTLINE** the regulations, but merely stated bullet point facts e.g.

“Perishable goods – 48 hours” would not have attracted any marks.

“Perishable goods may be disposed of after 48 hours” would have attracted 2 marks.

Question Six

As with question 5, this question was generally well answered, with most candidates having taken their answers directly from training notes. The problem in many cases, however, was that candidates had again simply copied bullet points from training notes and had not shown how a particular fact was an advantage. In some cases, it was apparent that candidates had not understood the training notes, as they had listed facts pertaining to advantages for ‘in house’, as advantages for ‘contracted out’.

The point about reading the question is emphasised again here, as a significant number of candidates had listed **DISADVANTAGES** of ‘in house’ for part b), which specifically asked for **ADVANTAGES** of ‘contracted out’. The note on the question paper stated very clearly that no marks would be awarded in part b) for answers which were opposites of advantages in part a).