

Vocational Qualifications (QCF, NVQ, NQF)

CPC (Certificate of Professional Competence)

Level 3 CPC (Certificate of Professional Competence) for Transport Managers (Passenger Transport) - **05670**

Unit P2: Certificate of Professional Competence Passenger Transport - **05678**

OCR Report to Centres December 2017

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Reports should be read in conjunction with the published question papers and mark schemes for the examination.

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General Comments

Questions in this examination, like some of those in the September 2017 paper, tested familiar areas of the syllabus. Regulations require that there will always be questions on drivers' hours, operator licensing and costing, and for these areas, in order to better examine candidates' abilities, examiners seek to vary the format of questions, while still examining basic principles. This is due to some candidates that appear to prepare by mainly working on past questions, without an underlying understanding of the regulations and concepts.

In general, candidates are taking care in answering questions, but again I would remind candidates and centres of the differences between the command verbs used in each question. These are explained, with examples, in The Syllabus, Student and Tutor Guide, available for download on the OCR website on the Certificate of Professional Competence page. A common error is to simply list items, when explanations are asked for, or as was evident in this paper to list documents when actions are asked for.

More detailed explanation of the comments above and how they relate to this paper is given below in the notes on each question.

The nominal pass mark for this examination is 30 but after every examination, a group of senior examiners and industry sector representatives reviews each paper and sets the actual pass mark in order to reflect the paper's level of difficulty. In this case, the PASS MARK was set at 27.

The PASS RATE for this examination was 44%.

The PASS MARK for the paper based multiple choice paper (P1) in this session was 42 and the PASS RATE was 49%.

The following Comments are designed to help centres and candidates in future examination preparation, and while examples of answers which would attract correct marks are given, there are, for some questions, other ways of answering which would also be awarded full marks.

Question 1

Salow Travel (ST) intends to base a coach at Pennskol College's Bodmin campus.

- (a) Describe the application which ST must make to the Traffic Commissioner before it can operate a vehicle from the Bodmin campus and give the form number to be used, when using the paper forms issued by the Office of the Traffic Commissioner.**
- (b) Give SEVEN items of information, other than ST's company name, which will have to be given on the application form.**

In part (a) of the question, many candidates did not describe the application required, but merely stated that ST should submit a form, in many cases, giving the wrong form number. When asked to 'describe' the application, it is necessary to say what the application is for. In this case - Apply for a new operating centre, using Form PSV431A.

I would stress again at this point, the importance of reading the Syllabus, Student and Tutor Guide, which explains, with examples, what is required from candidates, in respect of answers demanded by the different command verbs.

In part (b), most of those candidates who had correctly identified the application to be made and the form number to be used, were able to give the items of information to be given and consequently, high marks were achieved.

Question 2

Pennskol College has asked ST to give them timings for the proposed trip to Angers. They have stressed the importance of adhering to their requirements as set out in the case study.

Prepare the driver schedule for the outward journey to Angers commencing when the driver begins duty at ST's depot and ending with the arrival at Angers.

Notes:

Local times MUST be given throughout.

Destination MUST be given for each driving period.

Symbols are not acceptable for tachograph mode.

This was a standard driver schedule question, with candidates being required to calculate journey times from given speed and distance figures. From these, it should have been apparent to candidates that in view of the requirement that the journey had to be single manned, the driver would need to take a daily rest period at some point during the journey.

The case study gave the ferry crossing time as being eight hours, insufficient for a daily rest, therefore, the only option was for the driver to take advantage of the interrupted daily rest provision and interrupt an eleven hour regular daily rest twice. A correct version of the schedule is given below.

Start time	Finish time	Driver's activity description	Tachograph mode
1648	1718	Checks and paperwork	OW
1718	1730	Drive to Pennskol	Drive
1730	1815	Drive	OW
1815	1945	Drive to Plymouth	Drive
1945	2000	Check in	OW
2000	2130	Rest at terminal	Rest
2130	2200	Embark	Drive
2200	0600	Ferry crossing Rest	Rest
0600	0700	Time change to CET	
0700	0720	Disembark	Drive
0720	0730	Drive to Roscoff town	Drive
0730	0900	Rest	Rest
0900	0915	Walkround check	OW
0915	1345	Drive to Angers	Drive
1345	1430	Break	Break
1430	1445	Drive to Angers	Drive

Very few candidates gained full marks on this question. In fact only 43% achieved at least 50% of the available marks. The majority of candidates did not recognise the fact that an interrupted daily rest was the only way of meeting both the legal requirements and the requirements of the college. Most did not give the driver a rest period before embarking the ferry and therefore his schedule became illegal when he departed Roscoff town for the journey to Angers.

Question 3

Your Finance Manager has asked you to work out the likely cost of the coach hire for the Angers trip.

Calculate the cost to ST of operating the Angers tour. Do not include ferry or road toll charges, as these will be paid directly by Pennskol College.

Notes:

You MUST name each cost and give a total for each item, to the nearest penny. You MUST show all of your workings.

Over 50% of candidates gained six or more marks in this twelve mark question and over 20% achieved all twelve marks. It was a typical costing question, with few opportunities for error. The common ones were forgetting to deduct the cost of tyres from the coach purchase price, before calculating the depreciation, thereby losing four marks, or calculating an incorrect journey distance, thereby losing seven marks.

A correct answer is given below.

Depreciation	£270,000 less tyres £2250	£267,750.00
	@10% depreciation	£26,775.00
	divide by 250 days x 9 days	£963.90
Wages	£130 x 9 days	£1170.00
Other standing costs	£70 x 9 days	£630.00
Total standing costs per day		£307.10
Total standing costs per trip	x 9 days	£2763.90
Trip distance		2044
Tyre cost	£375.00 x 6 tyres	£2250
	£ 2250 divide by 75,000km	
	£0.03/km X 2044km	£61.32
Fuel cost	2044km divided by 4kpl	511 litres
	511litres @ £1.20	£613.20
Maintenance	2044km X £0.24/km	£490.56
Total running cost		£1165.08
Total cost for trip		£3928.98

Question 4

Pennskol College has asked you to schedule their proposed four, six and ten day tours, which will be operated entirely with the Pennskol dedicated coach.

Use the information in the case study to plan one four week cycle for this coach, completing each of the tours once, showing departure and return days for each tour. The cycle should commence with the Glasgow/Edinburgh visit. The four-week schedule for this coach must include two consecutive days at the depot for inspection and maintenance work.

This question proved relatively easy for most candidates, simply requiring them to list the four tours, in order, starting with the Glasgow/Edinburgh tour which would return ten days later on Tuesday. The Newcastle or Manchester tour could then depart on Wednesday, returning on Monday. The London tour has to depart on Tuesday, so had to be the next one, returning on Friday. Candidates could then schedule the two consecutive days for maintenance and depart for Manchester or Newcastle on the following Monday, or alternatively, depart for Manchester or Newcastle on the Saturday and have the two maintenance days on the last two days of the 28 day cycle, the last Saturday and Sunday. This is shown in the following table:

Start Day	End Day	Tour
Sunday	Tuesday	Glasgow/Edinburgh
Wednesday	Monday	Newcastle OR Manchester
Tuesday	Friday	London
Saturday	Thursday	Manchester OR Newcastle
Friday	Saturday	Maintenance days

Question 5

In order to prepare more accurate quotations for future work, it will be necessary to allocate a proportion of the cost of the in-house maintenance facility to each coach.

ST will allocate all costs to coaches, proportionately, on the basis of seating capacity.

Using the information in the case study, calculate the maintenance cost per kilometre to be allocated to each 49-seat coach, each 41-seat bus and the 35-seat coach.

Notes:

You MUST show all of your workings.

You MUST give your answers to the nearest penny.

Question 5, was a variation on the standard costing question, and proved challenging to some candidates. As mentioned in my general comments at the beginning of this report, it is important for candidates to understand the principles of subject areas like costing and drivers' hours and not simply rely on practising the familiar formats found in past papers.

Only 13% of candidates gained all nine available marks and only 19% gained five or more marks.

The question demanded costs per kilometre for maintenance, worked out proportionately on the basis of seating capacity.

Candidates should have totalled the annual workshop costs, then divided this total by the total seating capacity of the fleet, giving an overall maintenance cost per annum per seat. By multiplying this cost per seat by the seating capacities of the three vehicles which were stated, an annual cost per vehicle is obtained. This figure can then be divided by the annual mileage for each of those vehicles, to give a cost per kilometre for each one.

Correct calculations are shown in the following table:

Employment costs	£85,800.00
Administration & Premises	£60,000.00
Equipment	£3,500.00
Consumables	£5,590.00
Parts used	£18,660.00
Total Annual workshop costs	£173,550.00
Total fleet seating capacity	534
£173,550.00 divided by 534	£325.00 per seat
49 seater 49 x 325 £15,925.00 / 65,000km	£15,925.00 £0.24 or £0.25/km
41 seater 41 x 325 £13,325.00 / 45,000km	£13,325.00 £0.30/km
35 seater 35 x 325 £11,375.00 / 50,000km	£11,375.00 £0.22 or £0.23/km

Question 6

Salow Travel's combined Operator Compliance Risk Score (OCRS) is currently in the amber band. You have been asked to explain the OCRS system to the company directors.

- (a) Give the rolling time period over which OCRS data is collected and applied.**
- (b) Identify the TWO categories of OCRS which together produce the combined score.**
- (c) (i) Give THREE encounters during which DVSA officers may collect data for the OCRS.**
 - (ii) Give FOUR legal areas for which the data is collected at these encounters.**

This question allowed candidates to apply knowledge of facts and information which was readily available in training notes and 70% of candidates earned at least half of the available 10 marks.

There were few common errors, the most noteworthy being those candidates who failed to read the question and answer exactly what was being asked. For example, In part (c) (ii), many candidates listed specific offences and not the legal areas, which were asked for.

It cannot be emphasised too strongly, that one of the most common causes of candidates not earning marks, is that they have not read and answered the question which was being asked.

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