

CPC CHIEF EXAMINERS REPORT

095

Subject:	Certificate of Professional Competence – Road Passenger Unit P2
Stage/Scheme:	05678
Series and/or year of examination:	June 2012

This was the second examination set under the new syllabus, and performance was generally much better. There were still candidates who appeared to see a particular phrase or topic and then write as much as they could, or copy it from printed material, even though it was not relevant to the question.

Question 1

In relation to the Coleraine/Newry express service,

- a) *produce the daily duty schedule for each of the drivers engaged on this service.*
- b) *making reference to Regulation EC 561/2006, explain whether the same Coleraine-based driver can operate this schedule for a complete week and give reasons for your answer.*

The question required the candidate to construct three driver duties. This was the only legal way duties could be constructed in accordance with the instructions in the case study (i.e. drivers' had to return to their home depot at the end of each day's work).

A candidate should have started by calculating the time taken for each single journey – in this case 240km @60kph, means four hours - and most did complete this correctly. Having worked out that there was a four hour driving period each way and so a 45 minute break would be required before commencing the return journey, candidates needed to realise that the driver of the 08.30 departure from Coleraine, arriving Newry at 12.30, could not legally drive the 13.00 departure from Newry.

Driver 1

08.15	Sign on and walk-round check
08.30	Depart Coleraine
12.30	Arrive Newry
12.30 – 17.30	Break from driving/part split daily rest
17.30	Depart Newry
21.30	Arrive Coleraine and complete paperwork
21.45	Sign off

Driver 2

07.45	Sign on and walk-round check
08.00	Depart Newry
12.00	Arrive Coleraine – 45 minute break from driving
13.00	Depart Coleraine
17.00	Arrive Newry and complete paperwork
17.15	Sign off

Driver 3

12.45	Sign on and walk-round check
13.00	Depart Newry
17.00	Arrive Coleraine – 45 minute break from driving
18.00	Depart Coleraine
22.00	Arrive Newry and complete paperwork
22.15	Sign off

An alternative to writing driving or break etc would be to use the tachograph symbols, and this would be acceptable.

A significant proportion of candidates constructed a schedule that had the driver of the 08.30 departure from Coleraine driving the 13.00 departure from Newry – this meant they scheduled the driver for a thirty minute break in eight hours driving. A few others compounded this by showing the same driver driving the vehicle from Coleraine to Newry at 18.00, i.e. twelve hours driving in a day.

Another group of candidates decided to use different departure times from those shown in the case study, from which they constructed a legal driver schedule. However, if the case study says a journey departs from Newry at 13.00, then that is the departure time that must be used in the answer.

A third group of candidates provided insufficient information in their answers to enable the examiners to mark the answer. Some wrote times of departures and arrivals but failed to identify any places; others simply showed an anonymous schedule without times or places – in effect they drew a graph showing 15 minutes sign on, four hours driving, 45 minute break, four hours driving, 15 minutes sign off, but no indication of where or when these activities took place.

A final group did not use other information in the case study, and showed a Coleraine driver ending the day at Newry (the case study says drivers always return to home depot each day), or giving a break from driving during the journey (the case study said no breaks between Coleraine and Newry or vice versa).

I hope this information will prove useful to candidates and centres in reminding them that when a question asks for a schedule, or a timetable, marks can only be gained if the answer is written in that format, and that unless the question indicates otherwise, the information in the case study is not to be varied.

In part (b), many candidates said that the Coleraine driver could operate the same schedule each week, which he could, but gave wrong reasons for this being true.

If the Coleraine driver was scheduled to return at 13.00 from Newry, then the law would be broken, so any answer that relied on the driver operating an illegal schedule received no marks. It may be useful to work through the thought process which would enable a candidate to get to the right answer:

- does driving the schedule for five days exceed the weekly and fortnightly driving limits? (At 40 hours driving a week the answer is no.)
- does the driver have a continuous period of at least 45 hours rest between weeks? (The answer is yes.)
- could the driver comply with the requirements of daily rest?

It was this last point that was crucial to the answer because the driver who was legally scheduled to operate the Coleraine based duty could drive the schedule every day for a week by taking advantage of the split daily rest provisions – the first part of three hours (the period between 12.30 and 17.30 more than satisfied this requirement) and the second part at least nine hours (the period between 21.45 and 08.15 more than satisfied this requirement).

Question 2

In relation to bus service 12,

- a) *calculate the number of buses required to operate this service, showing all your workings.*
- b) *OCR plans to extend the service from Portstewart to Portrush, a single journey distance of 4 km. The average speed for the extension would also be 30 kph. Layover time would remain at three minutes at each terminal. Calculate the effect this would have on the number of buses required to operate service 12, showing all your workings.*

(a)

Most candidates gave the correct answer of two buses, with the correct workings:

Single journey time 18 min (9km @30kph)

X 2 = 36 min

Layover time x 2 = 6 min

42 min/frequency of 30 min = 1.4

Two buses required

Candidates who gave the answer of two, but without any justification, missed out on four potential marks.

(b)

This part of the question proved more challenging, with a sizeable minority of those who correctly calculated two buses were needed in part (a) not applying the same formula to a new set of circumstances. What was being tested here was the ability of a candidate to realise that the service could be extended from Portstewart to Portrush without incurring any additional vehicle costs, as the current layover of 28 minutes in total was more than adequate to allow an eight minute (each way) extension to the service.

Question 3

The Managing Director is keen for OCR to undertake the Italian party tour.

- a) *In order for OCR to undertake the tour legally, explain any implications for its Operator Licence.*
- b) *If OCR gain the contract, how will this journey be classified under EU Regulations and what provisions apply **specifically** to journeys of this classification?*

This appeared to prove the most challenging question in the paper.

(a)

Most candidates identified that OCR held a Standard National Operator Licence and therefore would need to apply for a new Standard International Operator Licence. Fewer realised that this would mean the existing Nominated Transport Manager who held a National CPC obtaining an International CPC or that a new Transport Manager holding an International CPC would be required.

(b)

A number of candidates treated this as a question about the Package Travel Regulations and wrote copiously about the requirements of those Regulations. The case study makes it clear that OCR is only being asked to provide the transport. The elements that bring a tour within the Package Travel Regulations would apply to the tour organiser and not to OCR.

A few candidates recognised that as this was an operation that would be carried out by a UK based operator, wholly within a third party state, it was classed as cabotage. Most of these candidates then

wrote good answers about the conditions that apply to any cabotage operation, and received full marks. For candidates who did not identify the cabotage operation, it was still possible to achieve some marks, and most did.

Question 4

School contract C8 expires in three months' time and OCR wishes to retain the work. Currently, a full time driver undertakes this contract and provides meal relief for the local bus service drivers. OCR will continue this practice and therefore only 50% of the driver cost is charged to the school contract.

Calculate the most cost effective tender that OCR can submit using currently-owned vehicles, showing all your workings. The North Eastern Education and Library Board require tenders to be submitted on the basis of the charge per day.

Recent performance on costing questions has been good, and this was no exception, with a large proportion of candidates arriving at the correct answer with credible workings:

Total distance travelled	50km per day
Standing/overhead cost per day	170
Driver cost per day 70/2	35
Total	205
Fuel £1.20 per litre/4km per litre =	30p per km
30p x 50	15
Tyre cost 50 x 0.04	2
Maintenance cost 50 x 0.60	30
Total	47
Total costs 205 + 47	252
Plus 20%	
Tender submitted	302.40

Reasons for not calculating the correct answer were:

- Not taking account of the information in the question that only 50% of a full time driver cost applied to the operation
- Choosing the wrong vehicle (a number selected one 25-seat bus to convey 50 children)
- Failing to add the mark up to the cost

Question 5

In relation to the three 49-seat coaches,

- a) identify the correct safety inspection intervals based on Line B usage, showing all your workings.*
- b) examine the planned safety inspection schedule for the 49-seat coaches below and identify where the plan does not meet or exceeds the requirements of the VOSA Guide to Maintaining Roadworthiness.*

Vehicle	Jan					Feb					Mar					Apr					May					June				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
1	x							x								x						x								
2			x						x									x								x				

This question was reasonably well answered.

(a)

The ideal process would have been:

- Identify the single journey distance (240km)
- Identify the number of single journeys per day (six)
- Multiply 240 x 6
- Multiply the answer by five (the number of days of operation each week)
- Multiply that answer by 50 (the number of weeks of operation in the year)
- Divide this answer by three, because in the case study, it says that it is OCR policy to rotate vehicles around a schedule so that over the year they all cover approximately the same distance

This should have led to the candidate being able to say that the inspection intervals would be every six weeks.

Candidates who came up with a different interval did so because they only used two of the three vehicles, or had made an error in their calculations.

(b)

This clearly followed from part (a) and therefore those who did not say they would inspect vehicles at six weekly intervals were not able to gain any marks for part (b). Those who did identify six weekly inspections generally were able to achieve maximum marks on this not too challenging part of the question.

Question 6

The cost of the in-house maintenance facility has not been revised since the workshop was refurbished.

- a) *Based on the following data, compile a maintenance budget for the year, showing all your workings.*

OCR employs four fitters at £90 per day, per fitter for an 8-hour day, 260 days a year

Two of the fitters drive for 4 hours per day, 260 days a year

Consumables cost £300 per month for the whole fleet

Parts cost £110 per vehicle per month

Equipment costs £260 per month for the whole fleet

Administration, management and premises cost £6,000 per month.

- b) *Advise the Managing Director of **THREE** advantages of maintaining the vehicles in-house.*

(a)

Most candidates were able to answer this part of the question without any apparent difficulty. Wrong answers generally were attributed to candidates showing four full time and two part time fitters, when the question said "Two of the fitters", i.e. two of the four, so the fitter cost should have been two full time and two part time.

Some candidates made a mistake in the number of vehicles, confusing the number authorised on the Operator Licence (15) with the number owned (14). It does not seem credible that an operator would purchase spare parts for a vehicle they did not own and so those who used 15 lost a mark.

(b)

Generally well answered, possibly because this is something well covered in learning. Acceptable answers included:

Control of costs

Control of when work is undertaken (subject to overriding safety considerations)

Closer control of quality of work

Easier to plan maintenance around work commitments

Able to use fitters for part time/relief driving

Fleet knowledge

Less down time

No delivery collection mileage/time or no dead running

No staff cost in taking vehicles to maintenance facility

Candidates achieving pass mark: 46%