

CPC CHIEF EXAMINERS REPORT

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

General Comments

Now the third examination taken under the new system, we hope that centres are feeling that the new format is more stable and clear; this appeared to be borne out by candidates' answers, and there were indications that centres and candidates too are continuing to benefit from experience gained.

The demand on candidates in the two hour allowance (set by the legislation) is acknowledged, and this is reflected in the setting of the pass mark; however, some candidates are still using too much of their examination time to look up information or to write copiously on available but irrelevant topics. Candidates need to give themselves as much time as possible by not relying heavily on the notes they may now take into the examinations. Evidence of *application* of knowledge is what is sought by the questions and giving straightforward facts from notes will often take time, whilst rarely gaining marks.

After every examination, a group of sector representatives reviews each particular paper and, where appropriate, adjusts the notional 50% pass mark to take account of that paper's difficulty. In this case, the pass mark for this paper was 29.

Question 1.

With regard to the private hire enquiry from Reading Male Voice Choir, compile the driver schedule for the first working day

The majority of candidates did not realise that the schedule required there to be two drivers, so that the operation became subject to double-manning rules. Many suggested a split daily rest using one driver, but this would not provide the minimum total rest required within a 24 hour period. Candidates who compiled a schedule for one driver and subsequently realised that it became illegal at the very end, when there was insufficient total daily rest, only had to add the comment, 'Two drivers required on this journey', in order to make it legal and gain full marks, as there was in fact no requirement for the second driver to carry out any driving or indeed any other duties. He simply had to be on the vehicle throughout, from within one hour after the commencement of the duty.

A considerable number of candidates did not follow the requirement for a departure time of 0700hrs from Reading, thus losing marks. It was, however, possible to comply with the requirement of a 2000hrs arrival at the concert venue in Paris, by reducing the period of time spent at the hotel in Versailles. A number of candidates wasted time by continuing the schedule for the second day – again, a reminder to read the question carefully.

Question 2.

Calculate the tender to be submitted to the local authority for School Contract A34, based on a daily charge.

This question was approached in a number of different ways, most of which resulted in a correct answer, thereby achieving the maximum 11 marks.

There were only two vehicles which, combined, gave a capacity close to the specified 90 seats required (one 80 seat double decker and one 16 seat minibus); all other combinations would have involved greatly exceeding the required number of seats or required more than two vehicles, both of which would have had a negative impact on costs.

Question 3.

Calculate the current annual fuel cost for Service 4, before any increase is applied.

The majority of candidates attempted to work out the number of vehicles to be used on this service and then calculate the fuel usage based on that figure.

A very common mistake was to take the first departure at 0700hrs and the last departure at 1800hrs and calculate that this resulted in there being 11 departures per day. (An hourly service between 0700 and 1800hrs). However, the case study states clearly that the first departure is at 0700hrs and the last is at 1800hrs with a headway of 60 minutes – thereby resulting in 12 departures per day.

The simplest and quickest way of answering the question was therefore to take the number of departures per day, the journey distance and the fuel consumption for the buses, calculate a daily fuel usage and multiply this by the number of days operated in a year.

Marks were awarded whether the total days calculation was based on 365 days per year, 52 weeks per year (364 days) or a leap year with 366 days.

A typical answer, attracting full marks, would therefore appear as –

- Single journey - 64km
- Round trip - 128km
- By 12 trips per day = 1536km per day
- By 6 days per week = 9216 km per week
- By 52 weeks = 479,232 km (but deduct 8 bank holidays)
- (1536 x 8 =12,288)
- Therefore the annual distance travelled is 479,232 – 12288 =466,944km
- Fuel consumption is 5km/l
- Therefore annual fuel use is 466,944/5 = 93,388 litres
- And 93,388 litres @ £ 1.20 per litre = £ 112,065.00 per annum

Many candidates spent a lot of time on this question, doing unnecessary calculations, when the correct answer could be arrived at within 10 lines of simple calculation.

Question 4.

Calculate

- a) *the number of buses required to operate each of services 1 and 3 separately*
- b) *whether or not a more efficient operation could be achieved without amending running time, minimum stand time or frequency.*

This question required a straightforward calculation using the basic formula of (running time + stand time) divided by headway for each service, to determine number of vehicles required.

Common mistakes, resulting in incorrect answers for part (a) were –

- an incorrect initial calculation of running time, from the speed and distance figures.
- failing to multiply the single journey time and/or the layover time by 2 to give a total route time.

Part b) of the question required the candidate to add the actual answers in part a) and show that the total of the actuals was less than the total of the individual requirements. ie.

- Service 1 actual answer is 3.26 buses, therefore 4 required.
- Service 3 actual answer is 2.6 buses, therefore 3 required.

Hence, by combining services 1 and 3, the requirement is $3.26 + 2.6 = 5.86$, therefore only 6 buses required. This is 1 bus less than the total of 1 and 3 separately (7).

Full marks were given where candidates showed their workings as instructed, thus proving that the combined services could operate with one fewer bus.

Question 5.

- a) *Identify whether or not each of the operator licences of OCR or the sole trader will cover the future operations of OCR at Milton Keynes and for each licence, explain why it does or does not.*
- b) *For the following criteria, explain what OCR will need to demonstrate to The Traffic Commissioner.*

Financial Standing

Professional Competence

Maintenance

Good Repute

a) Most candidates identified the fact that the operations were in different traffic areas and would therefore require separate licences. Few, however, explained that the sole trader's licence could not be transferred with the business and that a new licence would be required with the new legal entity.

b) This part of the question resulted in many candidates simply listing the requirements for each of the criteria without relating them to the situation in the case study. Since the introduction of the "open book" examination, it is important for candidates to apply the knowledge and relevant facts to the situation in order to gain maximum marks.

Question 6.

- a) *For the operation to The Italian Lakes, what operator and vehicle related documents must always be carried on the vehicle because it is travelling outside the United Kingdom*
- b) *Identify the classification of the operation from Denton to Lyon and explain what features of the operation require it to be so classified.*

In Part (a), the majority of candidates did not read the question properly and listed not only vehicle and operator related documents but also many driver related ones.

As the question did not specify the number of documents that needed to be given, all correct answers were awarded marks; however, candidates should be aware that, in questions where a specific number is given, only that number of answers are marked. Therefore, listing answers which do not meet the requirements of the questions can sometimes mean that candidates prevent themselves from being awarded marks for later, correct answers. Especially now candidates have access to materials, they should be reminded to specifically relate their answers to the question as asked in order to achieve maximum marks.

Part (b) proved much more challenging, with many candidates believing that this would be classified as a cabotage operation. Many even listed the criteria for a cabotage operation, thus proving that this operation was not.

Those who correctly identified the operation as a Regular Service did list correctly all of the features which made it such.

Candidates achieving pass mark: 48%