

CHIEF EXAMINER'S REPORT

Certificate of Professional Competence

Passenger Transport (P2– 05678)

March 2013

General Comments

As with the December 2012 examination, the majority of candidates gave answers to all questions within the two hour time allowed.

Most answers were clear, well written and logically laid out. A small number of candidates produced scripts in which some words were barely legible or the layout was such that it was not possible to determine their answers. In these cases, the candidates concerned may have not gained some marks despite the fact that they knew the correct answers.

The most common general causes of candidates not gaining full marks were either that they did not use all of the information contained within the case study to formulate an answer or they did not answer the question as asked. We would remind candidates that time spent carefully reading the case study and the questions is time well spent.

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 1

Hannah Radford intends to drive the luxury coach to Longchamp in October 2013.

- a) Prepare a driver schedule for the outward journey, starting at the beginning of work on 4 October 2013 and finishing when the vehicle arrives at the Longchamp Hotel the following day. The schedule must comply with CA's driver scheduling rules and relevant legislation. Show the LOCAL start and finish times for all activities.**
- b) State why Hannah cannot complete the return journey within driver's hours regulations**
- c) Explain how Hannah and the coach could return to Middlesbrough.**

Part a 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 shown below:

Start	Finish	Activity
0930	0945	Walkaround check/paperwork
0945	1415	Drive toward London hotel
1415	1500	Driving break
1500	1700	Drive to London hotel
1700	0430	Daily Rest
0430	0445	Walkaround check/paperwork
0445	0625	Drive to Channel Tunnel
0625	0800	Train (driving break)
0800	1050	Drive toward Longchamp (LOCAL TIME, FRANCE)
1050	1120	Driving break
1120	1400	Drive to Longchamp

Marks were given for any legal schedule which complied with the stipulations in the case study and resulted in an arrival in Longchamps at or shortly before 1400hrs. Marks were awarded to candidates whether or not they used the time on Le Shuttle as a break, as long as any subsequent break fulfilled legal requirements.

Those candidates who did not gain full marks may benefit from the following information concerning common wrong answers:

- i. Incorrectly calculating journey time from the given speed and distance
- ii. Calculating a correct journey time, but then using an incorrect one in the schedule
- iii. Not following the requirements of the itinerary and the specifications in the case study (eg not taking breaks as late as possible)
- iv. Taking insufficient break on the journey from Le Shuttle to Longchamps (forgetting the period of driving from London hotel to Le Shuttle).

Parts b and c of the question were concerned with Hannah returning to Middlesbrough within the constraints of drivers' hours regulations. Part b was generally answered well, with candidates recognising the regulations which would have been contravened. Part c required candidates to specify that either a relief driver should be sent to Folkestone or that the whole journey would have to be multi-manned throughout. Few candidates pointed out that if a relief driver was sent to Folkestone, Hannah could not return on the coach but would have to return independently.

Question 2

In respect of bus service P2, and making the most efficient use of resources possible, calculate

- a) how many vehicles and how many drivers are required to operate the service each weekday, Monday to Saturday. Show all your workings.**

b) how many vehicles and how many drivers are required to operate the service each Sunday and Public Holiday. Show all your workings.

c) when the driver of the 0700 departure on Monday must take a break from driving, other than rest and refreshment breaks during layovers. Show all your workings.

d) State the minimum duration of this break.

Parts a and b of this question required candidates to use the information given in a table in order to firstly calculate a journey time for each service (weekday or Sunday/holiday), then, together with the stated headways, calculate the number of vehicles required. Using the same journey driving times, the question then required candidates to work out the number of drivers required.

Examples of correct answers for parts a and b are as below:

a)

Round trip driving (19+21+5)	45 minutes
Layover Redcar	11 minutes
Layover Middlesbrough	<u>10 minutes</u>
Round trip duration	<u>66 minutes</u>
Headway	22 minutes
Buses (66 / 22)	3 buses
Services	43 per day
Driving minutes (43 x 45 = 1935 mins) <i>or</i>	32.25 hours OR 1935 mins
Divide 10 hours maximum driving =	3.23 = 4 drivers

b)

Walkaround check	<u>15 minutes</u>
Round trip driving (19+21+5)	45 minutes
Layover Redcar	11 minutes
Layover Middlesbrough	<u>10 minutes</u>
Round trip duration	<u>66 minutes</u>
Headway	45 minutes
Buses (66 / 45)	1.5 = 2 buses
Services	17 per day
Driving minutes (17 x 45 = 765 mins) <i>or</i>	12.75 hours OR 765 mins
Divide 10 hours maximum driving =	1.275 = 2 drivers

Many candidates correctly calculated the number of vehicles required; however, few of these went on to correctly calculate the number of drivers required.

For part c, most candidates used the 8.5 hour rule, but did not take account of the fact that the layover times between each service would cover the cumulative break requirement while driving for less than 7.75 hours and that therefore the first complete break would have to be after this accumulated driving time. See below for an example of workings:

8.5 hours work minus 15 minutes walkaround check = 495 minutes available to drive on route

(21 minutes layover per trip will fulfil 45 mins break requirement/driving less than 7.75hrs)

495 minutes ÷ 66 minutes = 7.5, therefore after **7 round trips**

(Or 5.5 hrs driving ÷ 45 mins = 7.3, so 7 round trips)

His 7th round trip finishes at **1432 hours**, so break must be taken at this time.

In part d, most candidates recognised that this break should be at least 30 minutes.

Question 3

In respect of the proposed tour to Longchamp, Anne Stokes has provided information to be included in the brochure, as shown in the extract in the Case Study.

Identify EIGHT additional pieces of information that CA must include in the brochure.

This question required the candidate to determine what information was already stated in the brochure extract, as printed in the case study, then work out what other items of information are required under the terms of the package travel regulations, i.e. what information **MUST** be included in a brochure.

The majority of candidates correctly listed those items. Those who did not gain full marks had often given items already stated in the case study brochure extract. The only incorrect answers which appeared regularly were places where meals are taken and details of insurance.

The question asked candidates to identify **EIGHT** pieces of information. Some candidates gave *more* than eight items and had at least eight correct items within this higher number. However, only the first eight answers are marked and so some failed to gain marks for later, correct answers. Candidates would benefit from only giving the number of answers required, and, if they have more answers than those required, they should put down first those of which they are most certain. This may save them valuable exam time and ensure that they gain the most from their answers. More advice on this can be found in the PowerPoint presentation delivered at OCR's event for centres on 17th December 2012, which is available at www.ocr.org.uk/cpc under the 2012 qualifications and then 'Support Materials'.

Question 4

Hannah is preparing the budget for the bus services.

a) Calculate the total annual revenue from fares on service P2.

Show separate annual totals for each of the following P2 services:

- **Monday to Saturday service**
- **Sunday service**
- **Public Holiday service**
- **All P2 services**

Show ALL your workings.

b) Calculate the depreciation rate to be charged per kilometre for a 28-seat bus in its second year of operation.

Show ALL your workings. Give your answer to two decimal places. in either pounds or pence per kilometre

This question was well answered with the majority of candidates getting at least 8 out of the 12 marks available. The most common reason for lower marks ~~in a~~ was candidates not giving the individual totals for each of the services, but totalling the revenue for the stages, totalling the passenger numbers and multiplying the two, not taking account of the fact that different average passenger numbers and different fares on each stage would determine the income per service. In part b, many candidates calculated the depreciation by dividing the depreciated value at the end of year two by the annual mileage, rather than dividing the year two depreciation by the mileage.

An example of answers gaining full marks:

a)

To Redcar 12 passengers x 1.80 = average	£21.60 per journey
To University 14 passengers x £1.80 = average	£25.20 per journey
To Bus Station 16 passengers x £0.80 = average	£12.80 per journey
Total per journey = average	£59.60

305 Mon-Sat x 43 services = 13,115 x 59.60 =	£781,654.00
52 Sundays x 17 services = 884 x £59.60 =	£52,686.40
6 Public Holidays x 17 services x £59.60 =	£6,079.20
ANNUAL TOTAL	£840,419.60

b)

Purchase price	£70,000
Year 1 depreciation at 20%	£14,000
Value start Year 2	£56,000
Year 2 depreciation at 20%	£11,200 (OR £44800 at year end)
Divide by 125,000Km =	8.96PPKm (OR £0.08 per km OR £0.09 per km)

Question 5

In respect of the service buses only,

a) use The Guide to Safety Inspection Intervals (Fig. 1 in the case study) to calculate the most appropriate safety inspection intervals.

Show all your workings.

b) calculate the difference in annual cost per vehicle if CA adopts these safety inspection intervals.

Show all your workings.

The good answers given for this question showed that candidates were able to successfully use information provided in the case study and then make simple calculations, applying the results of those calculations to determine costs. The information provided allowed candidates to use various methods of calculation to reach an answer, and all correctly-calculated possible answers were rewarded with marks.

The most common reason for low marks in part b was candidates giving a total annual cost difference, whereas the question asked for an annual cost difference per vehicle, another reminder to read the question carefully before answering

Question 6

Identify FOUR circumstances in the Case Study where CA must give written notice to the Traffic Commissioner and for each of the four circumstances, state the period of notice that must be given.

Presume that the Traffic Commissioner will not allow any variation to the notice period

This question did not pose any significant problems and was generally very well answered. The question stated very clearly that the candidate was required to identify circumstances in the case study where written notice should be given to the Traffic Commissioner and some candidates scored lower marks because they wrote copiously about circumstances in general when an operator has to give written notice to a Traffic Commissioner. Answers identifying incorrect circumstances were rare, although some candidates believed that Rosie Barnes' offence had to be reported, but many candidates did give incorrect periods of notice.

Overall performance

After every examination, a group of senior examiners and industry sector representatives reviews each paper and sets the pass mark in order to reflect the paper's level of difficulty. In this case, the pass mark was set at 50% (30 marks).

Pass rate for this session: 41%