

PRINCIPAL EXAMINER'S REPORT

Certificate of Professional Competence

International Passenger Transport (P2– 05678)

December 2013

General Comments

The standard of answers on the P2 paper has continued to improve since the introduction of the new 'open book' format in March 2012. Candidates are appearing to manage their time more effectively and consequently, few are running out of time, as was the case with some earlier sessions. Answers for this session were generally laid out clearly and logically in both the costing question and the scheduling question.

Again, the most common causes of candidates not gaining full marks were either that they did not answer the question which was being asked, or that they did not use information contained within the case study to formulate an answer. There were many instances of candidates either disregarding information given, or alternatively, using information or detail NOT given in the case study, thereby changing the context of the scenario. We would again remind candidates that time spent carefully reading the case study and the question, is time well spent.

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 the nominal 30

The comments below are intended to help centres and candidates in future examinations. We would also draw the attention of all tutors and candidates to the recently published 'Student and Tutor Guide' – available as a download from the OCR website and an invaluable guide to examination technique for those sitting the CPC examinations.

Question 1 (12 marks available)

This question was well answered with most candidates producing a clearly laid out costing, thereby attracting full marks.

A number of candidates cost themselves time, but not necessarily marks, by costing each day of the tour individually, then adding all together, to determine a total tour cost. Those candidates who did not gain full marks had generally made one of two errors:

- 1) Miscalculating the total tour mileage, thereby giving incorrect fuel, maintenance and tyre (running) costs.

or

- 2) Basing the costing on a coach size other than that specified in the question.

An example of an answer which would have attracted full marks is shown below:

8 days standing costs			1440.00
8 days Drivers Wages			800.00
7 nights Overnight Allowance			140.00
Total			2380.00
Total Mileage		1330 km	
Maintenance	1330 @ £0.50		665.00
Tyres	1330 @ £0.05		66.50
Fuel	1330 @ 4 km/l	332.5 litres	
	332.5 litres @ £1.20 /l		399.00
Operating Costs			3510.50
Ferry			2244.00
Total Costs			5754.50
Mark up @ 20%			1150.90
Quotation Total			6905.40

There were many variations in the layout and in the way in which different costs were calculated but full marks were awarded as long as candidates had the correct final figure and had shown their workings and identified individual costs.

Question 2 (12 marks available)

This question required candidates to make the same calculations four times, but using different numerical values and with regard to the varying times and distances involved. Most candidates gained some marks, having identified that the shortest journeys could be completed within the constraints of CLS's requirements. Many candidates however, did not include the stated 'other work' duty time requirement at the beginning and end of each day and consequently understated the overall duty time by one hour. Conversely, many candidates had not taken note of the statement in the case study that a coach and driver would be based at the Bodmin centre and had included driving time from JaCo depot to Bodmin and return each day, thereby overstating the driving time requirement by one hour.

Both of these errors emphasise the importance of reading the case study thoroughly and using ALL of the information given, when formulating answers.

One further error caused some candidates to arrive at incorrect conclusions where they assumed that a 16 hour day could be used.

An example of a typical correct answer is:

Oxford	340km @ 68 kph		5hrs
	5hrs + 45 mins x 2	(45 mins break each way)	11hrs 30 mins
	11hrs 30 plus 1hr	(1hr other work)	12hrs 30 mins
	15hrs max less 12hrs 30	Gives (2.5hrs) less than 6hrs at destination	CAN'T DO IT
Bournemouth	240km @ 60 kph		4hrs
	4hrs x 2	(no break required)	8hrs
	8hrs plus 1hr	(1hr other work)	9hrs
	15hrs minus 9hrs	Gives 6hrs at destination	CAN DO IT
Brecon	306km @ 68 kph		4hrs 30 mins
	4hrs 30 mins x 2	(no break required)	9hrs
	9hrs plus 1hr	(1hr other work)	10hrs
	15hrs minus 10hrs	Gives (5hrs) less than 6hrs at destination	CAN'T DO IT
Bristol	210km @ 70 kph		3hrs
	3hrs x 2	(no break required)	6hrs
	6hrs plus 1hr	(1hr other work)	7hrs
	15hrs minus 7hrs	Gives 8hrs at destination	CAN DO IT

Marks were awarded in each case for a correct 'CAN' or 'CANNOT' complete whilst complying with CLS's requirements, despite the fact that in many cases, the correct conclusion was arrived at through erroneous assumptions/calculations. Marks were also awarded for individual correct time calculations.

Question 3 (10 marks available)

This question was generally well answered, with most candidates understanding that the service would be classified as an international shuttle service. Most then correctly identified the criteria which classified it so and stated that no prior authorisation would be required.

Parts d) and e) of the question were answered correctly by almost all candidates. In order to gain the mark for part d), the document had to be identified as an EU Waybill. Answers which only stated Waybill were not awarded a mark. Having identified that the control document would be the EU Waybill, part e) of the question only required candidates to copy information from notes.

Many who answered part a) incorrectly, by classifying it as a Regular or Special Regular service, went on to give the criteria for a Shuttle service. Others gave criteria for a Special Regular Service, listing factors which were not given in the case study, again emphasising the importance of reading the case study carefully and using ONLY information which is given therein.

Question 4 (8 marks available)

Questions involving an organisation chart are marked in accordance with a number of factors, as all companies have their own structure.

The case study listed all the employees of the company and outlined the structure at the most senior levels. Marks were therefore awarded for including every employee mentioned without additions or omissions. Marks were also awarded for following the outline structure alluded to in the case study. Within these constraints, marks were awarded for a logical and clearly laid out chart.

The most common mistake by candidates was the omission of either the General Manager (You), or the three Senior Managers (The sons and daughter).

Question 5 (6 marks available)

Most candidates proved able to interpret an analogue tachograph chart and correctly determined the distance, time and speed figures required.

Part d) of the question however, showed that many candidates had either not read the question or did not know what must be entered on a chart at the beginning of the day and what must be entered at the end of the day, giving "driver's name" and "vehicle registration" as answers.

Question 6 (12 marks available)

This question was answered well by most candidates, with the great majority correctly stating the number of buses required, together with the on road travelling time and total journey time, as demanded in the question.

Those few candidates who did not gain full marks, had generally correctly determined the number of buses required, but failed to also give those times asked for in the question.

The **PASS MARK** for this examination was set at **30**

The **PASS RATE** for this examination was **56%**