

International Passenger Transport (P2 – 05678)

Certificate of Professional Competence

OCR Report to Centres June 2014

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This report on the examination provides information on the performance of candidates which it is hoped will be useful to teachers in their preparation of candidates for future examinations. It is intended to be constructive and informative and to promote better understanding of the specification content, of the operation of the scheme of assessment and of the application of assessment criteria.

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General Comments

The standard of answers in the P2 examination for the June 2014 session has unfortunately not continued the steady improvement in quality seen over the last few sessions. Many candidates failed to gain marks not through lack of knowledge or ability, but as a result of failing to read the case study and the questions thoroughly. In many cases, answers were laid out in such a way as to make them impossible to mark, with either times or figures scattered throughout the page in such a way that they were meaningless.

Candidates are advised to take note of comments and suggested layouts as given in previous examiner reports. By following these, marks will be gained where they are deserved.

Comments below on individual questions expand on this observation.

The principal examiner’s report for the March 2014 session made reference to The Student and Tutor Guide. This is an invaluable teaching and learning resource and will give candidates useful guidance on the way questions should be answered.

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 examination preparation.

Question 1

This question was generally well answered with most candidates producing an accurate schedule, having correctly calculated journey times from the available information. Few candidates failed to take note of the instructions given in the question. Some however, failed to schedule according to the requirements given in the case study and did not schedule a break after every two and a quarter hours of driving. A small number of candidates began their schedule correctly with the daily checks, and then drove directly to Dover without going to the church to pick up any passengers. It should be noted that although there is only one tachograph mode for break and rest, a mark is only given for the line concerned if break or rest are identified correctly in the line.

An example is given below, of a schedule which would have attracted full marks:

Tachograph Mode	Time From	Time To	Activity descriptions
Other Work	05.15	05.30	Daily Check
Drive	05.30	05.45	Drive to church
Other Work	05.45	06.00	Load passengers and luggage
Drive	06.00	08.15	Drive to 1st Stop or Dover
Break/Rest	08.15	08.30	Break
Drive	08.30	10.15	Drive to Dover
Drive	10.15	10.30	Embark Ferry

Break(or 30 mins break and 45 mins POA)	10.30	11.45 Or 12.45	Ferry Crossing
Drive	12.45	13.00	Disembark Ferry
Drive	13.00	15.15	Drive to 1st French stop or Orleans
Break/Rest	15.15	15.30	Break
Drive	15.30	17.30	Drive to 2nd French stop or Orleans
Break/Rest	17.30	18.00	Break
Drive	18.00	19.00	Drive to Orleans

Question 2

Every case study paper must contain a question from Syllabus reference E7, (Operational Costings). Consequently, candidates are becoming much more proficient at answering these questions correctly. The common error in this session, just as in the March examination, was not including the distance from the operator's depot to the pickup point in the total tour mileage. Many candidates completed an otherwise correct costing, but lost four of the available twelve marks as a consequence of this error.

It was disappointing to note in this session however, that a significant number of candidates laid out their answer in such a way that examiners were unable to determine where individual marks could have been awarded.

Where a candidate calculates an incorrect final answer, it is still possible for them to gain a considerable number of marks, as a mark is awarded for correct calculations within the costing, for example correctly calculating the amount of fuel used, or a correct Euro/Pound conversion on the tolls or parking. If the costing is not laid out clearly, then it is impossible for examiners to determine if individual calculations have been done correctly and no marks can be awarded.

An example of an answer which would have gained full marks is given below:

Standing and Overhead Costs x 6	6 x £110.00	£660.00
Tolls	2 x €120 x .8	£192.00
Lourdes parking	2 x €50.00 x .8	£ 80.00
Total mileage		2,730km
Other running costs	2,730 x £0.08	£218.40
Fuel	£1.25 /10 = 2730/10 =	£0.125 or 273.00
Fuel Cost		£341.25
Maintenance cost	2,730 x .16	£436.80
Ferry Costs	2 x £175	£350.00
Total Costs		£2278.45

Question 3

This question was well answered with most candidates demonstrating a good knowledge of driver licensing requirements.

Question 4

This question required candidates to have a basic knowledge of accessibility requirements, but more importantly to demonstrate their ability to apply a basic knowledge of the requirements to a vehicle. Most candidates answered well, although a few, listed features which had no relevance to accessibility.

Question 5

This is a syllabus area which is examined in every session and consequently, candidates appeared to know the subject well. Many however, in part c, listed the criteria for financial standing and not the evidence which may be submitted. Candidates should be reminded to read the question properly. Similarly, in part d, many correctly stated the requirements for an internal transport manager and not, as the question demanded, the requirements for an external one.

Question 6

This proved to be the most difficult question in the paper, with a significant number of candidates gaining no marks. It is of course possible that some candidates ran out of time before reaching this question and simply guessed at a few answers. Many who attempted it however wrote at length, with some giving incorrect answers.

The pass mark for this examination was set at 30 marks.

The pass rate for this examination was 52.59%.

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