

Vocational Qualifications (QCF, NVQ, NQF)

CPC (Certificate of Professional Competence)

Level 3 CPC (Certificate of Professional Competence) for Transport Managers (International Passenger Transport) - **05678**

OCR Report to Centres December 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.

Reports should be read in conjunction with the published question papers and mark schemes for the examination.

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General Comments

This examination requires candidates to carefully read a case study and answer questions using application of their own knowledge, information contained within any written materials which they have brought to the examination and, importantly, information contained within the case study. Questions will never require candidates to make any assumptions about speeds, distances, times or data of any kind. The case study will always contain all of the information necessary to enable a candidate to answer every question. Answers which are based upon information other than that given within the case study will be incorrect and hence, marks will be lost.

Previous Principal Examiner reports have referred to the Student and Tutor Guide, and in particular, the need for candidates to familiarise themselves with the different command verbs used in questions. Again, I would advise tutors and candidates to familiarise themselves with the guide and take note of the sections which give valuable hints and tips on examination technique.

Candidates often ask about the matter of spelling and grammar and whether these are considered when papers are marked. This is a Level 3 examination and candidates are required to have a level of literacy and numeracy which enables them to read and understand a complex scenario and to make complex calculations. As long as the answers given are able to be understood by the examiner, then marks will be awarded. Answers which, by virtue of their layout or their wording, cannot be understood and interpreted, will not gain marks. Examiners do make every attempt to determine whether a candidate has given a correct answer and will award marks wherever possible. Candidates are advised to study previous Chief Examiner reports, where examples of good layout and presentation are given. Don't forget, if the examiner cannot read your answer, he cannot mark it.

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 31.

This report is intended to help centres and candidates in future examination preparation.

Question 1

David would like you to review the schedule in Fig. 1 for compliance with Drivers Hours Rules.

- a) Complete the table below to outline SIX breaches of Regulation EC 561/2006 in the schedule prepared by David.

Note: You MUST give the day of each breach (in Column 1) and outline the nature of that breach (in Column 2).

- b) For THREE of the breaches that you have identified, state the relevant requirement, as specified in Regulation EC 561/2006

In Part a), most candidates identified some of the breaches in the schedule, in particular, the days where the driver had taken insufficient breaks from driving and the fact that he exceeded nine hours driving on a third day. Less well recognised, was the fact that he took insufficient daily rest on one day and that he took a reduced daily rest on a fourth occasion within the week.

Marks were awarded for candidates who identified the breach as either – ‘Insufficient Daily Rest’ OR ‘Exceeded 15 hours duty’ OR ‘Started too early’, even though the actual breach is ‘Insufficient Daily Rest’.

In Part b), many candidates simply repeated the breaches which they had identified in part a) and did not answer the question which was asked. ie. ‘For each breach, state the relevant requirement’.

The four possible answers here were:

Driving can only be extended from nine to **ten hours on two occasions each week**
45 minutes break are required after 4 and half hours driving
The maximum duty time is **15 hours OR Minimum Daily Rest 9 hours**
Daily rest of **11 hours** can only be **reduced on three** occasions between successive weekly rests.

Question 2

David has asked you to produce a detailed costing of the transport provision required for the proposed tours.

Calculate the total charge per passenger in Euros for a single Paris to Edinburgh tour (Route A). Show standing costs and running costs separately, with totals for each.

Note: You MUST show all your workings to the nearest penny or cent.
You MUST name each cost.
You MUST give a total per tour for each named cost.

There were a number of common errors which appeared in candidates answers to this question. The most common was to not include depreciation in the calculations. Other common ones were to use the wrong number of days for standing costs, even though this figure was clearly given in the case study, to forget the profit mark up or to give the answer in Sterling, not in Euros as was required. Even though the question demanded it, most candidates did not give a total per tour for each named cost

Some candidates are still not following the instructions given in the notes to the question and not naming the costs. Marks are not awarded for lines where a cost is not identified.

The layout of answers to this question varied greatly and all methods were marked equally. A typical layout which would have attracted full marks is shown below.

COST	PER TOUR €	PER TOUR £
Depreciation	€1973.12	£1,578.50
Driver Basic Wage	€1375.00	£1,100.00
Drivers Daily allowance	€ 343.75	£275.00
Other Overheads	€1650.00	£1,320.00
Total standing cost/tour	€5341.87	£4,273.50
Running Costs		
Tyres 6 x 250 = 1,500 ÷ 50,000 =	€ 71.25	£57.00
Fuel 1900km ÷ 4 km/l x £1.20	€ 712.50	£570.00
Maintenance	€ 95.00	£76.00
Total running cost/tour	€ 878.75	£703.00
Total cost	€6220.62	£4976.50
Mark up 20%		
Total	€7464.75	£5971.80
Divided by 40 passengers		
In Euros £149.29 ÷ 0.80	€ 186.62 OR	
	€ 186.63	

Question 3

The proposed work for OCR would require PET to apply for a Standard International Operator Licence.

In respect of this application

- Give the numbers of TWO forms that must be submitted to the Central Licensing Office, Leeds.
- Give TWO criteria that would have to be met for the new Operator Licence that do not apply to PET's current Restricted Licence.
- Calculate the minimum total amount of funds (in Euros) that PET must demonstrate it has readily available.
- Explain whether you could be the nominated external Transport Manager on PET's International Operator Licence.

This question in particular, demonstrated the need to read the question carefully and answer the question being asked, rather than a variation of the question being asked.

Parts a) and b) were answered well by most candidates, although many did not give the criteria which have to be met, but gave details of how the criteria could be proven.

Part c) however was answered badly by many candidates. Very few used the correct number of vehicles to calculate the funds required. Some included the 18 luxury executive cars, while others did not include the two vehicle margin specified in the case study. Another common error, was to give the amount in Sterling and not in Euros as was asked.

Part d) was generally well answered.

Question 4

Sue-Lin believes there is potential for PET to market other tours to customers in the UK. These tours would include coach travel and accommodation and would be of at least 2 days duration. She has asked you to advise her about the Package Travel, Package Holidays and Package Tours Regulations 1992.

- a) Give TWO reasons why the Package Travel regulations would apply to these tours.**
- b) Give FIVE items of information that must be in a proposed brochure for these tours.**
- c) Give TWO options available to PET, to allow it to comply with the requirements in the Package Travel regulations in respect of security for the refund of money paid over by clients.**

Parts a), b) and c) of question 4 were all well answered, there being no common errors to report.

Question 5

Sue-Lin has asked you to advise her about how EU Regulations would apply to the proposed Anglo French Cultural Heritage Experience.

- a) State how the ‘Experience’ tour would be classified under EU Regulations.**
- b) What prior authorisation, if any, would be required for this service?**
- c) What Control Document should be completed and carried for each journey?**
- d) Give FOUR items of information that must be entered onto this Control Document.**

A significant number of candidates believed that the tour would be classified as a Regular International Service, but otherwise, all parts of the question were well answered. It was interesting to note that many candidates who stated that this was an International Regular Service and that the control document was the Service Authorisation, still gained marks in Part d), as the information given is very similar in both the EU Waybill and the application for a regular Service Authorisation.

Question 6

Wo Fat and Sen Tam Bar will be the drivers for The Anglo French Cultural Heritage Experience, as described in the Case Study.

- a) Give THREE personal documents that Sen Tam Bar must carry, while driving outside the UK. Do not include his passport or his driving licence.**
- b) Give TWO additional documents that Wo Fat must carry when driving in France that Sen Tam Bar would not have to carry.**
- c) Give THREE documents relating to the vehicle and operation of the tour that would need to be carried in France.**

This question proved yet again, that many candidates do not read the question carefully before answering. In Part a), many candidates gave driving licence and passport as documents, although the question specifically directed candidates not to include these. Additionally, many listed documents which are not personal, eg. Waybill, Green Card, Community Authorisation, while others listed documents which are not a “must carry”, eg. EHIC.

Parts b) and c) were generally well answered with most candidates identifying the fact that Wo Fat would have to carry the prescription for his medication and a letter of attestation to explain his holiday period.

OCR Report to Centres – December 2014

December 2014			Fail %	Pass %
05677	P1	Passenger Transport Multiple Choice	26.1%	73.9%
05678	P2	Passenger Transport Case Study	27.9%	72.1%

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