

Vocational Qualifications (QCF, NVQ, NQF)

CPC (Certificate of Professional Competence)

Level 3 CPC (Certificate of Professional Competence) for Transport Managers (Passenger Transport) - **05670**

Unit P2: Certificate of Professional Competence Passenger Transport - **05678**

OCR Report to Centres December 2016

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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

The standard of answers in this session of the Passenger Transport CPC examination was significantly better than those of the September session and showed once again, the steady improvement over a number of sessions that had been apparent previously.

The one recurring problem however, is that many candidates are still failing to read the questions carefully and consequently marks are lost as a result of giving answers which do not meet the demands of the question. Answers to question 4 in this examination demonstrated this, as many candidates produced a multi-manned schedule, whereas the question specifically asked for a schedule 'to allow it to be operated with a single driver'.

One further recurring error was to prepare the timetable and/or the schedule in questions 2 and/or 4, using mileage information which was not given in the case study. Candidates will never have to make assumptions about or guess any required information for any questions. All necessary information will always be given in the case study – if it's not there, then you don't need it.

More detailed information about these and other questions is given below.

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 28. The PASS RATE for this examination was 44.5%.

The PASS MARK for the paper based multiple choice paper (P1) in this session was 42 and the PASS RATE was 47.8%.

The following Comments are designed to help centres and candidates in future examination preparation, and while examples of answers which would attract correct marks are given, there are, for some questions, other ways of answering which would also be awarded full marks.

Question 1.

One of your first tasks will be to review Attes' compliance, in advance of the Traffic Commissioner's upcoming 5 year review.

Give THREE criteria which the Traffic Commissioner will consider during his review.

For each criterion, explain what Attes must prove to the Traffic Commissioner and give one document which you may have to produce as evidence.

This question was generally well answered, with 63% of candidates gaining at least 5 of the available 9 marks. Those who failed to gain at least 5 marks had generally given 3 of the required criteria, but had then not continued with the second part of the question. I believe that this was in most cases, simply a case of not reading all of the question and thereby not realising that further information was required.

In some cases, candidates had not given the CRITERIA which must be met, but had listed all manner of checks which a Traffic Commissioner might or might not carry out. In these instances, marks were only awarded if the checks which were listed actually related to what Attes would have to prove.

Question 2.

It will be necessary to prepare a timetable for the proposed new express service before it can be advertised to the public.

Using the information in the Case Study, complete the timetable below for the Hounslow/Bradford/Hounslow service.

This question required candidates to calculate travelling times between each of the scheduled stops on the intercity service beginning in Hounslow, travelling to Bradford and returning to Hounslow.

Almost 20% of candidates gained full marks for the question and 71% achieved at least 6 of the available 12 marks.

Errors were generally miscalculations at some point in the schedule, but as in all cases with this type of question, follow on errors are not penalised. In other words, where a candidate miscalculates one journey time, markers adjust following times, except for the last line, so that one miscalculation results in only two marks being lost.

Some candidates felt it necessary to put breaks into the schedule. These were not required as this was a double manned operation, a fact made quite clear in the case study. Another common error was to use incorrect waiting times at one or more of the stopping places. The case study gave the information that all stops would be for five minutes only, except at Derby and Sheffield where the stops would be for ten minutes.

A correct timetable is given below -

Stopping place	Arrive	Depart
Hounslow	-	0830 hours
Slough	0845	0850
Luton	0938	0943
Leicester	1119	1124
Derby	1214	1224
Sheffield	1339	1349
Bradford	1443	1448
Sheffield	1542	1552
Derby	1707	1717
Leicester	1811	1816
Luton	1952	1957
Slough	2045	2050
Hounslow	2110	

Question 3.

Calculate the daily cost of operating the Hounslow/Bradford/Hounslow service, using the information in the Case Study.

You MUST show all your workings

You MUST name each cost and show a daily total amount for each cost to the nearest penny.

You MUST show standing costs and running costs separately with totals for each.

This was a very typical costing question, requiring candidates to extract relevant information from the case study and calculate separately, standing costs and running costs for the Hounslow/Bradford/Hounslow service.

48% of candidates gained 6 of the available 12 marks.

The reasons for candidates not gaining marks were many and varied, ranging from pure miscalculation of given figures, to working with an incorrectly determined total mileage figure, or calculating a daily depreciation figure using an annual 365 days, rather than the given 300 days use. Many candidates did not follow the instruction given in the question notes to give separate totals for standing and running costs. There was as always a number of ways in which the calculations could have been shown, but an example of a correct answer is shown below.

Standing Costs

Coach Cost	£190,000	Less Tyres, 1,950	£188,050.00
		Less Residual £85,000	£103,050.00
		÷ 5 years	£ 20,610.00
		÷ 300 days	£ 68.70
Other Standing Costs			£ 150.00
Wages			£ 240.00
Total Standing Costs			£ 458.70

Running Costs

		Mileage 774 km	
Fuel	774 ÷ 4kpl	= 193.5 ltr @ £1.10	£ 212.85
Tyres	1950 ÷ 65,000	= @ £0.03 x 774	£ 23.22
Maintenance	774 x	@ £0.15	£ 116.10
Total Running Costs			£ 352.17
Total Cost			<u>£ 810.87</u>

Candidates are advised always, to lay out all answers, but particularly costing question answers in a clear and tidy format, so that examiners are able to determine where marks are available. Some candidates still fail to follow the instructions given in the notes about showing all workings and naming each cost.

Where an examiner is unable to determine what a candidate has answered, then a mark or marks cannot be awarded.

Question 4.

You are concerned about the current national shortage of drivers and in order to reduce the company's driver requirement you are considering an alternative to the proposed express service. In order to operate the service with one driver you are aware that the time at one or more stopping places may have to be extended to comply with Regulation EC 561/2006.

Using only the information given in the case study,

- a) Identify the stop(s) that would have to be removed from the service in Fig.1 to allow it to be operated with a single driver, starting and finishing at Hounslow. You must retain as many stopping places as possible.**
- b) Complete the single-manned driver schedule below for this amended express service finishing when the coach arrives at Hounslow.**

**NOTES: Symbols are NOT acceptable for Activities.
 Destination must be stated for each driving period.**

This question was very clear in its requirement to use 'only the information given in the case study' to produce a 'single manned driver schedule', having already determined which stop(s) would have to be removed from the Hounslow/Bradford/Hounslow service to enable this to be completed legally. As with question 2, the errors in candidate answers to this question were many and varied.

In addition to basic miscalculation of journey times from the given distances and average speeds, many candidates invented or assumed mileage figures which had not been given and calculated journey times based on these arbitrary distances. Any lines in the schedule which were based on times calculated from distances which had not been given in the case study were not awarded a mark

Many other candidates did not comply with the requirement to produce a single manned schedule, driver changeovers were indicated in many candidate answers.

A large number of candidates gained only 2 marks out of the available 15, due to not taking a 45 minute break at Derby, thereby becoming illegal on the Derby to Sheffield leg of the journey. As in all CPC examinations, if a schedule becomes illegal, marking stops at that point.

The question required candidates to 'retain as many stops as possible' but a further common error was to remove more stops from the original service than necessary. In this case, candidates produced a legal schedule and marking continued, but full marks could not be attained, as fewer lines were completed.

The correct schedule, with only one stop, (Bradford) removed, is given below.

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Start Time	End Time	Activity
0815	0830	Checks
0830	0845	Drive to Slough
0845	0850	Slough
0850	0938	Drive to Luton
0938	0943	Luton
0943	1119	Drive to Leicester
1119	1124	Leicester
1124	1214	Drive to Derby
1214	1259	BREAK - Derby
1259	1414	Drive to Sheffield
1414	1424	Sheffield
1424	1539	Drive to DERBY
1539	1549	Derby
1549	1643	Drive to Leicester
1643	1728	BREAK - Leicester
1728	1904	Drive to Luton
1904	1909	Luton
1909	1957	Drive to Slough
1957	2002	Slough
2002	2022	Drive to Hounslow

Question 5.

You are considering whether to operate the service for the language school as a dedicated service for their students only, or as a public service, open to anyone.

- a) Give the EU service classifications which would apply to each of the service options.**
- b) Outline SIX differences between the two service classifications. For each difference outlined, you must identify the service classification(s) to which you refer.**

International service classifications have been examined a number of times and in various ways over the past few years, but candidates still appear to have some difficulty in determining how a particular operation should be classified. Only 40% of candidates gained at least 4 of the available 8 marks.

Most correctly identified one of the two options, either Regular International Service or Special Regular International Service, although a significant number of candidates thought that they were either an Occasional Service or a Shuttle Service.

Despite the fact that this is an ‘open book’ examination, where candidates have access to their training notes and any other written material, the number who did not correctly identify the differences between the two services was surprising.

Question 6.

The potential London/Rouen/Paris/Rouen/London service will operate with its own dedicated coach.

- (a). Calculate the appropriate periodic safety inspection interval for this coach, using the information in the Case Study.**

You MUST show all your workings.

- (b). Calculate the additional annual cost to Attes, if the inspection interval calculated in (6a) above were to be reduced by 1 week.**

You MUST show all your workings.

Question 6 required candidates to calculate the expected annual mileage for the coach to be used on the Paris service and then by using the graph in the case study, determine the appropriate safety inspection interval for that coach. Most candidates correctly calculated the annual mileage at 113984km and then, using line B on the graph, determined the safety inspection interval to be 6 weeks.

Part b) of the question then required candidates to calculate the additional cost to Attes, if they reduced the inspection interval by one week. This would in fact result in an additional two inspections per annum, at a cost of £90.00 each – total additional cost £180.00.

Candidates who determined an interval of other than six weeks in part a) then used that figure in part b), were awarded marks if their subsequent calculations for part b) were correct.

Many candidates did not answer the question, which asked for the ‘additional cost’, but gave the total annual cost. Marks were not awarded for an answer which did not give the additional cost.

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