

**Level 3 Certificate of Professional
Competence for Transport Managers**

(Passenger Transport) Unit P2

Level 3 CPC – 05670

OCR Report to Centres March 2017

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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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CONTENTS

Level 3 Certificate of Professional Competence for Transport Managers

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OCR REPORT TO CENTRES

Content	Page
Level_3_Certificate_of_Professional_Competence_05678	1

Level_3_Certificate_of_Professional_Competence_05678

General Comments

I make no apology for repeating comments made in previous principal examiner reports, particularly in relation to the need to follow guidelines given in the Student and Tutor Guide and the need to relate all answers to the case study situation. All answers to questions in the case study papers should refer directly to the scenario in that case study. Those answers which comprise nothing more than a list, copied from training notes and which do not relate specifically to the demands of the scenario, will not gain marks.

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. Similarly, many candidates failed to attain marks in this examination through not following the requirements of the instruction notes given within the question. Typical examples of such instructions not being followed are –

- Tachograph symbols are not acceptable for tachograph mode
- You MUST include the destination for each driving period.
- You MUST show all your workings
- You MUST name each cost, showing a total for each
- Show your workings and answers to the nearest penny.

Having said all of the above, I would however commend trainers and centres, as the improvements seen in previous sessions are continuing, with the majority of candidates laying out their answers in a clear and concise way.

More detailed explanation of the comments above and how they relate to this paper is given below in the notes on each question.

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 29.

The PASS RATE for this examination was 54%.

The PASS MARK for the paper based multiple choice paper (P1) in this session was 42 and the PASS RATE was 53%.

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

- (a) **Graham Allan will complete his morning work on the Education Centre contract before immediately driving to Elterwater to take over the RSA coach for the day excursion.**

Complete the schedule below, to show Graham's activities from when he starts work until he arrives at Elterwater to take over the RSA coach.

- (b) **Complete the schedule below, to show Graham's activities from when he takes over the RSA coach to when he arrives back in Elterwater at the end of the excursion.**

Notes:

Start and finish times MUST be given for all activities.

You MUST include the destination for each driving period.

Tachograph symbols are not acceptable for tachograph mode.

- (c) **Explain why Graham must record all of his activities prior to taking over the RSA coach, as 'other work'.**

Part (a) of Question 1 was very well answered, with most candidates gaining all 4 of the available marks.

Part (b) however, proved more challenging for a large number of candidates. By far the most common error, was to omit the working time break, which was required before 1200hrs, as Graham Allen had started his day at 0600hrs. Company policy, as detailed in the case study, did not allow breaks to be taken at any place other than at a scheduled stop, so therefore a 15 minute working time break had to be taken prior to leaving Elterwater for Birdoswald. Many candidates omitted this break and consequently their schedule became illegal at 1200hrs, on the journey from Elterwater to Birdoswald. As is standard marking protocol, marking stops at any point where a schedule becomes illegal. This meant that many candidates gained only 1 or 2 marks of the 10 available for this part of Question 1.

Similarly, marking stops if passengers are not picked up and a number of candidates also gained only 1 or 2 of the available 10 marks for this reason.

Part (c) of the question asked candidates to explain why Alan's activities prior to 0940hrs, should be recorded as 'other work'. Many candidates correctly explained why they should be recorded, but few explained why they should be recorded as other work.

The answer required here was the explanation that the 8 seater vehicle is exempt or out of scope, or that the work is subject to Domestic Rules, not Regulation 561/2006.

An example of a correct schedule for part (b) is given below.

Activity	Start Time	Finish time	Mode
Vehicle checks	0940	0955	other work
Working time break	0955	1010	break
Board passengers	1010	1020	other work
Travel to Birdoswald	1020	1244	driving
Time at Birdoswald	1244	1344	break
Travel to Vindolanda	1344	1420	driving
Time at Vindolanda	1420	1520	break or poa
Travel to Elterwater	1520	1820	driving
Disembark passengers	1820	1830	other work
Clean Vehicle	1830	1900	other work

Question 2

Stephen Lomax has asked you to prepare a budget for operating Services 570S and 570N. Use the information from the case study to calculate the cost for one coach to operate one return Service 570 (570N and 570S).

Notes:

You MUST show all of your workings.

You MUST name each cost, showing a total for each.

Show your workings and answers to the nearest penny.

This question required candidates to calculate the standing costs and running costs for the round trip from Whitehaven to London to Whitehaven. The information given in the case study indicated that this would be a two day trip, double manned, so that there would therefore be two days of coach standing costs, four driver days, two drivers' accommodation and running costs for 1100 kilometres.

The question was generally well answered, but with minor errors resulting in incorrect final totals. Common errors included basing running costs on only 550km, the one way distance, or basing standing costs on either one driver for two days or two drivers for one day, rather than two drivers for two days.

Many candidates did not read the question asked in part (b) and instead of giving the profit mark-up **to be added to** the total cost, gave the total figure **including** the 12.5% mark-up. A significant number of candidates gave a wrong answer here, through using a percentage figure other than 12.5%. An example of a correct answer to question 2 is shown below.

<p>Depreciation $\pounds 273,200 \times 15\% = \pounds 40,980 / 312 \text{ days} = \pounds 131.34 \text{ OR } \pounds 131.35 \text{ per day}$ $\times 2 \text{ days} = \pounds 262.68 \text{ OR } \pounds 262.70$</p>
<p>Drivers $4 \times \pounds 120 = \pounds 480$ Other standing costs $\pounds 40 \times 2 = \pounds 80$</p>
<p>Total distance $550 \times 2 = 1100\text{km}$</p>
<p>Fuel $\pounds 1.20 / 4 = \pounds 0.30/\text{km} \times 1100\text{km} = \pounds 330.00$ OR $1100 \text{ divided by } 4\text{kpl} = 275 \text{ litres} \times \pounds 1.20 = \pounds 330.00$</p>
<p>Tyres $\pounds 0.03\text{per km} \times 1100 = \pounds 33.00$</p>
<p>Accommodation $2 \times \pounds 100 = \pounds 200$</p>
<p>Other running costs $\pounds 0.13 \times 1100 = \pounds 143.00$</p>
<p>Total Cost = $\pounds 1,528.68 \text{ OR } \pounds 1528.69 \text{ OR } \pounds 1528.70$</p>
<p>Profit markup to be added == $\pounds 1539.20 \times 12.5\% = \pounds 191.08 \text{ OR } \pounds 191.09$</p>

Question 3

If JSC decides to operate the new intercity service 570, it will have to complete certain actions.

JSC have decided to use the Office of The Traffic Commissioner's PSV forms for all of the necessary actions.

- (a) Outline FOUR actions in relation to operator licensing that JSC must complete before one new coach can be operated from Whitehaven.
- (b) Outline EIGHT actions in relation to operator licensing that JSC must complete before one new coach can be operated from Croydon.

This question set out to examine candidates' knowledge of both application for, and variation of, a public Service Vehicle Operator Licence.

Part (a) related to the part of the scenario where a new operating centre is required within the same traffic area as the existing licence and part (b) to the part of the scenario where a new operator licence is required, due to the fact that the new operating centre is required in a new traffic area.

Candidates were required to differentiate the actions between those required when applying for a new licence and those required when varying an existing licence.

Both parts of the question referred to 'actions in relation to operator licensing' but many candidates listed actions required when applying to register a local service. Here again, failure to read the question carefully, cost many candidates up to 12 marks.

Question 4

Stephen has asked you to allocate buses to the two new local services (105 and 106) and to work out how many extra passengers would be needed to make town service 107 profitable.
Note:

You MUST show all of your workings.

Stephen has asked you to plan the bus requirement for the two new local bus services described in the case study.

- (a) (i) Calculate the minimum number of buses required to operate route 105 each day.
 - (ii) Calculate the minimum number of buses required to operate route 106 each day.
 - (iii) Calculate the minimum number of buses required to operate services 105 and 106, if the two services were interworked.
- (b) JCS operates service 107 in Lancaster, as described in the case study.

Calculate the average number of additional passengers required each day for service 107 to make a profit of 10% of the daily cost.

You MUST show all of your workings.

Part (a) of this question was a straightforward calculation of the number of buses to be used, given route distances and layover times, together with speeds and headways. Correct answers are given below.

Part (b) required candidates to calculate the 10% profit requirement on the daily operating cost and divide this by the flat fare, to determine the additional number of passengers required to cover this amount.

Many candidates failed to read the question carefully and instead of giving the answer demanded, (the number of ADDITIONAL passengers required) gave the total number of passengers required each day. Although this would have only resulted in the loss of one mark, it demonstrates again, the importance of reading every question carefully and giving the answer demanded.

Given below, is an example of a correct answer to parts (a) and (b).

4(a)(i)	30km / 30km/hour = 60min + 12min = 72min 72/60min headway = 1.2 buses = 2 buses
4(a)(ii)	45km / 30km/hour = 90min + 12 = 102min 102/60min headway = 1.7 buses = 2 buses
4(a)(iii)	1.7 + 1.2 = 2.9 = 3 buses
4(b)	dd10 x 15 x £1.50 = £225.00 £225.00 x 10% = £22.50 £22.50 divided by £1.50 = 15 passengers

Question 5

Stephen has asked you to consider whether the Whitehaven/Kendal section of the intercity route could generate additional revenue if passengers had the option of travelling between intermediate stops on this section.

- (a) In relation to the proposal to allow passengers to board and alight at the intermediate stops, describe the application that JSC must make to the Traffic Commissioner before it can offer this service and identify the form to be used.**
- (b) Outline SEVEN items of information relating to the bus service itself that will have to be given in the application.**

Part (a) of this question asked candidates to DESCRIBE the application which would have to be made by JSC before a service could be offered.

The Syllabus, Student and Tutor Guide, to which many previous reports have referred, gives detailed guidance on the meanings of the various command verbs used in the CPC examinations. These verbs include DESCRIBE, EXPLAIN, OUTLINE, GIVE, STATE, IDENTIFY AND ANALYSE. All have different meanings and demand different levels of detail in the answer. Candidates are strongly advised to read the guide and familiarise themselves with the type of answers demanded by these verbs.

Many candidates did not describe the application to be made here, but simply gave the form number and stated that it must be sent to the Traffic Commissioner.

Part (b) was answered very well by the majority of candidates, although a significant number included items of information not 'relating to the bus service itself', for example, the operator's name and address, or details of the operator licence.

Question 6

After accepting your new role as deputy Transport Manager for JCS, you requested a copy of their published accounts.

From the information provided in the case study calculate the financial indicators below as at 31 January 2017.

Notes: Only answers to TWO decimal places will be accepted, always rounded down.

- (a) Calculate JSC's Capital employed.**
- (b) Calculate JSC's Return on Capital Employed.**
- (c) Calculate JSC's Working Capital.**
- (d) Calculate JSC's Working Capital Ratio.**

This was a straightforward test of candidates' knowledge of and ability to calculate specific financial indicators from information contained within a company's balance sheet. The required information was presented in a clear format and did not require candidates to extract the necessary information from a complete balance sheet. The question was well answered.

OCR Report to Centres – March 2017

Correct answers are given below.

6(a)	£2,423,000
6(b)	12.5%
6(c)	£23,000.00
6(d)	1.28:1

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