OCR

Oxford Cambridge and RSA

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 September 2018

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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

One of the most commonly repeated pieces of advice given by trainers to candidates who are preparing for this examination is to "Read the case study and the questions very carefully and always answer exactly what you are being asked". This very valuable piece of advice is relevant for every examination, but answers given in this paper, suggested that it had not always been followed.

More detail is given below in the comments on individual questions, but in general terms, candidates should beware of copying directly from training notes, as this can often result in the answer not being directly relevant to the question as it was asked.

Comments on individual questions are 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 32

The PASS RATE for this examination was 52%.

The PASS MARK for the paper based multiple choice paper (P1) in this session was 42 and the PASS RATE was 39%.

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.

MidBus Ltd operates four local bus services, detailed in Fig.2 in the case study.

(a)   **Use the information provided in the case study to calculate the round trip time (in minutes) and the minimum number of vehicles (to TWO decimal places) required to operate each service.**

(b)   **Use your answers from (a) above to calculate the minimum total number of vehicles required to operate all four routes each day, without inter-working.**

(c)   **State which two routes could be inter-worked to achieve a saving of one vehicle each day.**

This question was generally very well answered, with the majority of candidates gaining all eight marks in part (a). Some candidates did however fail to gain full marks by not following the instruction to give their answers to TWO decimal places, others through giving the answers in hours and minutes, and not in minutes as was demanded by the question. This was a typical example of candidates not answering the question exactly as demanded.

Part (b) of the question required candidates to round up the number of buses used on each service in part (a) to whole numbers and total these to give the overall total number of buses required.

Part (c) then required candidates to determine which of the four services could be interworked in order to reduce the overall total number of buses required.

Correct answers to each part are given below.

1(a)

Round trip times:

Service 1 - 81 minutes

Service 2 - 99 minutes

Service 3 - 105 minutes

Service 4 - 69 minutes

Number of vehicles:

Service 1 - 5.40

Service 2 - 4.95

Service 3 - 7.00

Service 4 - 4.60

1(b)

5.40 (6) + 4.95 (5) +7.00 (7) + 4.60 (5) = 23 vehicles

1(c)

Services 1 and 4 (5.40 + 4.60 = 10.00) Saves 1 vehicle

Question 2.

Richard is considering extending the length and number of days operating Service 1, to provide transport for workers at a new industrial development. He has calculated that the new service will require 7 vehicles on each weekday (Monday to Saturday) and 4 vehicles on each Sunday. The "in-operation" time for each vehicle will be 21 hours each day.

Based on each driver working a 4-day week for 10.5 hours each day, calculate the minimum number of drivers required each week to operate the extended Service 1.

There are a number of ways of working out the answer to this question and candidates used many variations, with mixed results. Almost 60% of candidates achieved at least 5 marks of the 10 available.

The method shown below, uses the basic principles involved in such a calculation, with each step of the process being detailed. There are other ways of completing the calculation, using less steps, but I believe that this method better explains the principles of the process.

Weekdays, 7 buses at 21 hours per bus = 147 bus hours per day
147 bus hours divided by 10.5 hours shift length = 14 weekday duties

Sundays, 4 buses at 21 hours per bus = 84 bus hours per day
84 bus hours divided by 10.50 hours shift length = 8 Sunday duties

Weekdays, 14 duties x 6 days = 84 duties per week
Sundays, 8 duties x 1 day = 8 duties
Total for the week 84 + 8 = 92 duties
92 duties divided by 4 day week for each driver = 23 drivers

A number of candidates correctly pointed out in their answer that this figure of 23 drivers takes no account of the additional number that would be required to cover holiday and sickness leave periods. That calculation would of course be the next stage in the process, once the holiday entitlement and average sick leave time had been established.

Question 3.

Terry Ball's proposal to run minibus tours to the Blackpool Illuminations is described in the case study.

Use the information provided by Terry to calculate the minimum price to be charged for one ticket.

Notes:

You MUST show all your workings
You MUST name each cost, giving a total for each, to the nearest penny.

This was a typical costing question, with candidates being required to calculate standing costs and running costs, in order to arrive at a ticket price for the round trip journey. Many candidates correctly calculated the ticket price and followed the instructions to show all workings, name each cost and show a total for each.

Some however, failed to gain full marks, through not following these instructions, and not giving a total for each individual cost, but simply showing a cost per kilometre for each and then a total running cost.

The more common errors in calculation were either to fail to deduct the cost of the tyres from the new vehicle purchase price before doing the depreciation calculation, or not dividing the total depreciation by the lifespan of five years.

Another common error was to disregard the instruction given in the case study to base standing costs on one day, but include two days driver wages. Some candidates included one driver overnight allowance, while others included two. Marks were given in either case, whether candidates had included one or two overnight allowances.

A correct costing calculation is shown below.

Purchase price minus tyres £57,000 - £900 = £56,100 minus residual £35,000 = £21,100

Divide by lifespan (5 years) = £21,100 ÷ 5 = £4,220

Divide by utilisation (270 days) = £15.63

Fuel Cost - distance divided by fuel consumption 424km ÷ 6.4 = 66.25 litres

66.25 litres x cost per litre = 66.25 x £0.96 = £63.60

Tyres £900 tyre cost ÷ 30,000 kms = £0.03 per km x 424 kms = £12.72

Maintenance £0.0875 per km x 424 kms = £37.10

Driver Wages for TWO days = £90.00 x 2 = £180.00

Total costs £434.05   Mark up £434.05 x 15% = £65.10 (or £65.11)

Total £499.15 or £499.16   Price per ticket (divide by 10) £49.91 or £49.92

Question 4.

The itinerary for the Canadian Veterans' Normandy tour (Fig.3 in the case study) must be revised to take account of the information provided in the email just received from Terry Ball.

Complete the following table to show all timings and activities.

This was a typical driver schedule question, but asked in a slightly different way, in that candidates were required to revise the given schedule, due to the delayed arrival of the inbound flight and the resultant change in ferry time.

The final schedule could only be completed in accordance with the instructions given, if the driver used an interrupted daily rest, with a regular rest being interrupted twice, once to embark the ferry and once to disembark and drive to Caen. Schedules which did not use the interrupted rest method, became illegal when disembarking the ferry and marking stopped at that point.

A correct schedule is shown below.

Start Time	Finish Time	Group Activity	Driver Activity
13:40	14:45	Flight From Dublin (lunch provided on flight)	Arrive Airport by 14:00 and take 45 mins. break
14:45	16:15	90 minute delay	POA
16:15	16:45	Collect luggage, Customs & Immigration, walk to coach	POA or Break
16:45	17:00	Board coach	Other Work (loading luggage)
17:00	21:00	Coach travel to Portsmouth for overnight ferry crossing	Driving
21:00	22:15	Evening meal	REST (1h 15m)
22:15	22:45	Passenger Check-In	REST (0h 30m)
22:45	23:00	Embarkation	Driving
23:00	06:30	Overnight Sailing to Ouistreham	REST (6h 30m)
06:30	06:45	Assemble for Disembarkation	REST (0h 15m)
06:45	07.15	Disembarkation, Customs & Immigration	Driving
07:15	07:30	Travel to Caen Town Centre	Driving
07:30	10:00	Breakfast and free time in Caen	REST (2h 30m)
10:00	12:00	Travel to Rennes	Driving
12:00	13:30	Lunch in Rennes (restaurant booked)	POA/Break

Question 5.

Holders of PSV operator licences are required to observe certain undertakings, entered into on application for the licences.

Using the information provided in the case study, describe SEVEN ways in which MidGroup plc (or its subsidiary companies) have breached, these Undertakings.

This question was very well answered, with 79% of candidates gaining at least 4 of the available 7 marks. The most common error was to detail offences or infringements which were not actually breaches of the undertakings entered into when applying for an operator licence and signing the declaration required.

The most common error was for candidates to simply copy a list of the undertakings from their notes but then not identify the breaches of those undertakings.

Some correct answers are given below -:

Maintenance records kept for only 12 months, not 15 months

Overloading (90 passengers on Service 2)

Vehicles not roadworthy or not fit & serviceable (PG9s, MOT fails and breakdowns)

Drivers working on rest days breaches drivers hours rules

Drivers not reporting defects in writing

Speeding

No notification of change of maintenance arrangements

Question 6.

Holders of PSV operator licences are required to notify certain events to Traffic Commissioners.

Give NINE events related to a limited company that operates only vehicles with nine or more passenger seats, which would require an operator to make such notifications.

This question specifically asked candidates to give events which must be notified to the Traffic Commissioner, not those for which an application must be made.

Many candidates listed applications and/or the form numbers on which those applications are made. These answers attracted no marks. There is a clear distinction in regulations between applications and notifications.

Some correct answers are given below -:

Change of Director(s)
Change of Correspondence Address
Company declared bankrupt
Relevant convictions for licence holder or transport manager

Changes to maintenance arrangements/supplier
Changes to Shareholders
Add vehicles
Remove vehicles
Lost discs
Any notification which has been made a condition of the licence

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