

## **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 June 2019**

OCR (Oxford Cambridge and RSA) is a leading UK awarding body, providing a wide range of qualifications to meet the needs of candidates of all ages and abilities. OCR qualifications include AS/A Levels, Diplomas, GCSEs, Cambridge Nationals, Cambridge Technicals, Functional Skills, Key Skills, Entry Level qualifications, NVQs and vocational qualifications in areas such as IT, business, languages, teaching/training, administration and secretarial skills.

It is also responsible for developing new specifications to meet national requirements and the needs of students and teachers. OCR is a not-for-profit organisation; any surplus made is invested back into the establishment to help towards the development of qualifications and support, which keep pace with the changing needs of today's society.

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.

## CONTENTS

### Vocational Qualifications (QCF, NVQ, NQF)

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

### OCR REPORT TO CENTRES

<b>Content</b>	<b>Page</b>
Level 3 CPC (Certificate of Professional Competence) for Transport Managers (Passenger Transport) - 05670	4

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

## **General Comments**

The same comments have been repeated consistently in previous reports, especially those concerning the importance of reading and following all parts of each question. This includes the notes which give specific instructions on how the question must be answered. There were several questions in this paper where candidates failed to achieve maximum marks through not giving entirely relevant answers. More detail is given in my comments below on individual questions.

Examiners and trainers are regularly asked by candidates about the importance of grammar, spelling and handwriting within an answer. This is not an examination in English and marks will not be lost as a result of incorrect spellings or grammar. It is obviously necessary however, for examiners to be able to read and understand the content of an answer and in this respect, it is important that candidates write clearly, so that examiners are able to read it. There were answers in more than one candidate's script in this examination, where a combination of bad handwriting, repeated crossings out and overwriting of answers made those answers impossible to read.

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 33

The PASS RATE for this examination was 53.5%

The PASS MARK for the paper based multiple choice paper (P1) in this session was 42 and the PASS RATE was 62.7%

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

**DH Ltd's tour manager has identified four new day trip destinations as detailed in the case study and has asked you to advise her whether or not they can be operated, while meeting the company's policies.**

**For each of the FOUR proposed new day trip destinations, calculate and state whether or not it can be operated within DH Ltd's company policies and for each one, explain why it can or cannot.**

**Note:**

**You MUST show all your workings.**

This question required candidates to do three things:

Calculate how long each of the listed trips would take to complete

State whether or not each one could or could not be completed whilst meeting company requirements

Explain why each one could or could not.

Many candidates correctly answered one or two parts of the question, without completing a third part and thereby lost marks. For example, some candidates did not show the workings of the calculation, some did not actually state whether or not the trips could be completed, and many did not explain why a trip could or could not be completed whilst meeting company requirements.

A significant number of candidates believed that these trips would come under domestic rules and incorrectly stated that the maximum permitted duty would be 16 hours and therefore concluded wrongly, that Manchester could be completed legally.

Examples of correctly completed answers for each trip are given below.

**York** – 340km @ 68 kph = **5hrs** (45 min break required)

Total travel time 5hrs.45 + 5hrs.45 = 11hrs 30min

+ 1hr other work = **12hrs 30min**

Therefore in 15hr max day **CANNOT** get 6hrs at destination.

**Swansea** – 240km @ 60kph = **4hrs** ( No break required )

Total travel time 4hrs + 4hrs = 8hrs

+ 1 hr other work = **9hrs**

Therefore in 15hrs max day **CAN** get 6hrs at destination

**Manchester** – 306km @ 68kph = **4hr 30min** ( No break req )

Total travel time 4h 30 + 4h30 = 9hrs –

+ 1hr other work = **10 hrs**

Therefore in 15hr max day **CANNOT** get 6hrs at destination

**Ely** – 210km @ 70kph = **3hrs** ( No break required )

Total travel time 3hrs + 3hrs = 6hrs

+ 1hr other work = **7hrs**

Therefore in 15hr max day **CAN** get 6hrs at destination.

**Question 2**

**The newly appointed traffic manager has no experience of working with analogue tachographs.**

**For training purposes you have created an analogue tachograph chart using a simulator (Fig. 3 in the case study).**

- (a) Give the total distance recorded on the chart (tolerance allowed + or - 3km).**
- (b) Give the total accumulated driving time recorded on the chart (tolerance allowed + or – 10 minutes).**
- (c) Give the maximum speed recorded on the chart.**
- (d) Give THREE items of information that would have to be entered onto the centre field of the chart at the beginning of duty.**

This question was generally well answered, with the majority of candidates gaining all six of the available marks. The only common error was in part (d), where many candidates failed to state START place or START date, but simply wrote place or date. Similarly, a mark was not awarded if a candidate wrote only name but did not specify DRIVER name.

### **Question 3**

**Following the recent expansion and the increase in the vehicle authorisation, the Traffic Commissioner has indicated that he will conduct a full review of the company's compliance within 12 months.**

- (a) Give FOUR criteria which the Traffic Commissioner may consider as part of his review.**

**For each criterion explain what D H Ltd must prove to the commissioner and for each, give ONE document which you may have to produce as evidence**

- (b) Calculate the level of financial standing in pounds sterling that the company will have to meet.**

**Note:**

**You MUST show all your workings**

In part (a), many candidates did not give specific "criteria" which the Traffic Commissioner would consider when completing his review of the operator licence, but rather, listed a number of individual checks.

The "criteria" as specified by the Traffic Commissioners are Financial Standing, Professional Competence, Good Repute, Operating Centre Suitability and Vehicle Roadworthiness.

As with Question 2, a significant number of candidates did not fully answer the question by explaining what the commissioner would consider, what D H Ltd would have to prove and what document(s) would have to be provided. Partial answers obviously attracted only partial marks.

In Part (b) a number of candidates calculated only the additional amount of financial standing that D H Ltd would have had to prove when increasing their authorization from 30 to 50 vehicles. This was not what the question demanded and a correct answer is given below.

1 vehicle at £8,000 = £8,000  
49 vehicles at £4,450 = £218,050  
Total required = £226,050

#### **Question 4**

**DH Ltd's Tours Manager needs to calculate the coach hire cost, for each of her tours and day excursions.**

**She has asked you to give her a running cost per km, for each of the coach types to be used.**

**Using the information from the case study, calculate the total running cost per km for each of the following vehicles.**

- a) 53 seat coach**
- b) 49 seat coach**
- c) 25 seat coach**

#### **Notes:**

**You MUST show all your workings and give your answer to the nearest penny.**

**You MUST name each cost and show a cost per km for each vehicle**

The most common error in the answers to this question was to either give incorrect financial units, or to give no units at all. Many candidates gave numbers with no indication of whether their answer was in pounds or pence, or even euros. Others gave their answer as pence per kilometre, when in fact they had calculated the answer as pounds per kilometre. Correct answers for each vehicle type are given below.

#### **53 seat coach**

Maintenance £1650 / 55,000km = £0.03/km

Fuel £1.20 / 4kpl = £0.30/km

Tyres £2500 / 100,000km = £0.025/km = £ 0.02 OR £0.03 per km

Total = £0.355/km = £ 0.35 OR £ 0.36 per km

#### **49 seat coach**

Maintenance £1350 / 45,000km = £0.03/km

Fuel £1.20 / 6kpl = £0.20/km

Tyres 2250 / 75,000km = £0.03/km

total = £0.26/km

#### **25 seat coach**

Maintenance £700 / 35,000km = £0.02/km

Fuel £1.20 / 10kpl = £0.12/km

Tyres £1680 / 84,000km = £0.02/km

Total = £0.16/km

### **Question 5**

**In view of recent events nationally and internationally, you are concerned that the company's policy on clandestine entrants may not meet UK Border Force guidelines. You have decided to produce a new driver information card. Outline SEVEN instructions to be included on this new information card which relate to minimising the possibility of carrying clandestine entrants on journeys returning to the UK.**

This question was well answered, with most candidates giving reasoned answers and outlining instructions to be included on a driver information card. A relatively small number of candidates did not give OUTLINES or did not give INSTRUCTIONS, but simply listed areas on the vehicle in which clandestine entrants could hide.

### **Question 6**

**In order to extend the existing workshop facilities, additional capital will be required. As a result of the increase in vehicle numbers, a more comprehensive vehicle maintenance planner will be required, as the existing one details only the scheduled safety inspections.**

- (a) Outline FOUR appropriate sources of capital for financing the proposed new workshop facilities**
- (b) Outline FOUR additional vehicle maintenance related activities, with dates, which should be entered onto the new maintenance planner, to make it compliant with the DVSA Guide to Maintaining Roadworthiness**

It has been raised many times in previous examiner reports that it is important to read the Syllabus, Student and Tutor Guide, available on the OCR website. This guide explains, with examples, what is meant by the various command verbs used in questions. A commonly used command verb is "Outline".

In part (a) of this question, many candidates simply listed four sources of capital, without outlining them and thereby lost marks.

In part (b), the common errors were to give Safety Inspections as an answer, when the stem of the question clearly stated that they are already included on the planner and candidates were asked to outline "additional" maintenance related activities. Marks were not given for VED renewal date, as this is not a "maintenance related" activity.

**OCR (Oxford Cambridge and RSA Examinations)**  
The Triangle Building, Shaftesbury Road,  
Cambridge  
CB2 8EA

**OCR Customer Contact Centre**

**Skills and Employment**

Telephone: 02476 851509

Fax: 02476 421944

Email: [vocational.qualifications@ocr.org.uk](mailto:vocational.qualifications@ocr.org.uk)

**[www.ocr.org.uk](http://www.ocr.org.uk)**

For staff training purposes and as part of our quality assurance programme your call may be recorded or monitored

Oxford Cambridge and RSA Examinations  
is a Company Limited by Guarantee  
Registered in England  
Registered Office; The Triangle Building, Shaftesbury Road,  
Cambridge, CB2 8EA Registered Company Number: 3484466

OCR is an exempt Charity

(Oxford Cambridge and RSA Examinations)  
Head office  
Telephone: 01223 552552  
Facsimile: 01223 552553

