

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 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

Candidates in this examination generally performed well, showing that they had read the case study and the questions carefully. Answers related to the case study and were appropriate to the questions asked. There were a few cases where answers did not fully relate to the question or more commonly, where the instruction notes were not followed, and I will comment further on those below.

The questions in this examination followed the traditional format for those on drivers' hours and vehicle costing. Question 2 required candidates to complete a multi-manned schedule and Question 3 involved calculating the cost of operating one round trip journey

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 41%.

The PASS MARK for the paper based multiple choice paper (P1) in this session was 42 and the PASS RATE was 35%.

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

The first project assigned to you by Robert, is to identify Astra Travel's strengths, weaknesses, opportunities and threats.

Using only the information in the case study, outline ONE strength, ONE weakness, ONE opportunity and ONE threat.

Note:

You MUST identify each answer as one of the above.

This question was generally very well answered, with over 60% of candidates achieving all four marks. Candidates identified various strengths, weaknesses, opportunities and

threats. A few candidates however, failed to gain marks as they did not follow the instruction to identify each point as being one or other of those.

Question 2

You have been asked to prepare a driver schedule for one outward journey to Mendigorria, for the Spanish camping holidays. The coach will have been positioned by a driver on the day before departure. On the journey to Spain, the coach will be double manned by drivers who will both have completed a Regular Daily Rest.

Use the information in the case study to complete the schedule for the two drivers, starting when the drivers begin their duty at Maidstone and ending with their arrival in Mendigorria. The schedule must achieve the earliest arrival time in Mendigorria with the minimum number of driver changes.

Notes:

You MUST show local times for all activities

You MUST state the next stopping point for all driving periods

You MUST give a start and end time and a brief description for all activities

This question required candidates to determine a duty start time for the drivers, having been given the departure time from Cheriton for the Eurotunnel Shuttle and then continue the schedule through to arrival in Mendigorria. The challenge for candidates was to not only calculate journey times between the authorised service area stopping places, but also to determine the farthest service area that could be reached before a driver change was required, as changes could only take place at one of the specified rest areas. Some candidates lost marks through doing driver changes at random intermediate times.

As with every driver and vehicle schedule question, examiners will stop marking the schedule at the point where either, passengers are not picked up, or the shuttle or ferry time is incorrect (the ferry or shuttle time specified in the case study is missed) or where the schedule becomes illegal, through a drivers' hours regulation infringement or a working time directive infringement.

This happened with very few candidates in this examination, there being less likelihood of an infringement with a double manned journey. A few candidates did however use a shuttle departure time other than 2100hrs and so marking stopped at that point.

A common mistake seen here however, was for candidates to ignore the requirements stated in the question, ie. to achieve the earliest possible arrival time and have the minimum number of driver changes. These objectives could be achieved with just three driver changes and an arrival time in Mendigorria at 1345hrs. Many candidates also lost marks through not following the instruction to give a brief description for every activity or not detailing the next stopping point for each driving period. A schedule which follows each of these requirements is given below.

Start time	End time	Activity Driver 1	Activity Driver 2	
1930	2000	Vehicle checks	Load passengers	
2000	2030	Drive to Cheriton	Break or POA	
2030	2100	Check in and embark	POA or break	
2100	2130	Eurotunnel crossing OW	Eurotunnel Crossing OW	
2130	2230	Time change		
2230	2245	Disembark	Break or POA	
2245	0100	Drive to Aire de Resson Est	Break or POA	
0100	0130	Break	Break	
0130	0445	Break or POA	Drive to Bois Villerbon	
0445	0515	Break	Break	
0515	0930	Drive to Bordeaux Cestas	Break or POA	
0930	1000	Break	Break	
1000	1345	Break or POA	Drive to Mendigorria	

Question 3

Before submitting a quotation for the provision of a coach to transport students to Spain, you will need to calculate the cost of operating the journey.

Use the information provided in the case study to calculate the cost to Astra of operating one round trip journey from their depot to Mendigorria and return.

Notes:

You MUST show all your workings

You MUST name each cost

You MUST give your answers to the nearest penny

This was a typical costing question, with candidates being required to calculate standing costs, running costs and other costs, in order to arrive at a total cost for the round trip journey. The question proved straightforward for most candidates, with 50% gaining at least 7 of the available 15 marks.

There were few recurring errors, but notable ones were: 1. to deduct the cost of tyres from the value of the vehicle, before calculating the annual depreciation, although the table of financial information in the case study clearly states that the figure given for the value of the coach is excluding tyres. This error resulted in the loss of 3 marks in total, (annual depreciation, daily depreciation and thereby the final trip cost total) and 2 to wrongly calculate the total trip mileage. Using an incorrect mileage figure resulted in the loss not only of the mark for the mileage itself, but also the marks for fuel, tyres and other running costs, as well as the total cost. This error resulted in a cumulative loss of 6 marks.

A correct costing calculation is shown below.

<p>Mileage</p> <p>3,146 km</p>
<p>Depreciation</p> <p>£85,000 x 0.15 = £12,750 p.a.</p> <p>Depreciation per day</p> <p>£12,750 ÷ 230 = £55.434 OR £55.43</p>
<p>Standing costs</p> <p>£44,850 ÷ 230 days = £195.00/day</p> <p>X 10 days = £1,950</p> <p>Depreciation</p> <p>£55.434 x 10 days £554.34 OR £554.30 or £554.35</p> <p>Drivers</p> <p>£135 per day x 10 days x 2 drivers =£2,700</p> <p>Expenses.</p> <p>£30.50 per day x 10 days x 2 drivers =£610</p>
<p>Running Costs</p> <p>Tyres</p> <p>£1200 ÷ 60,000km = £0.02/km</p> <p>£0.02/km x 3,146km = £62.92</p>
<p>Fuel</p> <p>3146 km ÷ 3.5kpl = 898.857 litres</p> <p>898.857 litres x £1.25 per litre = £1,123.56 OR £1,123.57 OR£1,123.58</p> <p>Other Running Costs</p> <p>3,146km x £0.75/km =£2,359.50</p> <p>Tolls + Eurotunnel</p> <p>£600 x 2 ways = £1,200</p> <p>Trailer hire £350 (no mark)</p>
<p>Total Cost £10,560.33</p> <p>(total: accept between £10,560.29 and £10,560.34</p>

Question 4

(a) You are to become the nominated Transport Manager for Astra Travel.

Outline FOUR actions which must be completed in order for you to become named on Astra's operator licence.

(b) When a business changes from a partnership to a Limited Liability Partnership, certain actions are necessary in respect of the operator licence and a number of documents must be submitted to the Central Licensing Office.

Give SIX documents which must be submitted to the CLO when this change is made

This question was very well answered, with 55% of candidates gaining at least 5 of the available 10 marks. The majority of candidates who did not achieve this, failed to gain marks by not answering the questions exactly as was demanded. Part (a) demanded OUTLINES of four ACTIONS. Answers which were not outlines or did not contain an action, did not attract a mark. Part (b) demanded six documents be given and unless a specific document was given, no mark was awarded.

I would remind candidates and tutors of the importance of reading The Syllabus, Student and Tutor Guide, available on the OCR website, as this document gives clear instructions, with examples, of the meanings of the various command verbs used. Following the guidance given in this document will help candidates to avoid the pitfalls which result in loss of marks as explained above.

Question 5

You have received more information about the proposed staff transport service to and from the Regional Distribution Centre. Morning departures from the bus depot will be at 0600, 0630, 0700 and 0730hrs. Evening departures from the RDC will be at 1700, 1730, 1800 and 1830hrs.

- (a) Prepare a timetable for the 0600hrs service from the Bus Depot to the RDC. The timetable must show times at all of the pick-up points, the arrival time at the RDC and the time at which the bus will arrive back at the Bus Depot.
- (b) Robert has asked you to determine whether Astra can operate the staff transport service to and from the Regional Distribution Centre using existing resources.

Use the information provided in the case study to calculate the minimum number of vehicles required to operate the service.

You **MUST** show all your workings

- (c) Astra Travel has been asked if it could provide the staff service with morning departures at 0600, 0620, 0640 and 0700hrs.

Use the information provided in in the case study to calculate the minimum number of vehicles required to operate this service

This question required candidates to calculate journey times, produce a timetable and then calculate the number of vehicles required to operate a service with two different headways. 21% of candidates achieved full marks and 60% gained at least 6 of the available 11 marks. There were no common errors. The correct timetable and correct calculations for the number of buses is shown below:

(a)

Location	DepartureTime
Bus Depot	06:00
King Street	06:06
Starr Lane	06:18
Bull Street	06:30
RDC	06:36
Bus Depot	06:54

(b)

(c)

$54 \text{ min} \div 30 \text{ min} =$	$54 \div 20 \text{ min} =$
1.8	2.7
= 2 buses	= 3 buses

Question 6.

Robert and Arthur have asked you to identify a driver who could take the 49 seat coach with its towbar trailer to the departure point for the Spanish camping holidays.

Using the driving licence information provided in the case study, state whether or not each of the drivers listed below will be entitled to drive the vehicle and outline ONE reason for each answer.

This question simply required candidates to determine from the information given in the case study, whether or not any of the four drivers whose licence information was detailed were able to drive the large coach with its trailer. The question further required candidates to outline one reason why each of the drivers could or could not drive that vehicle combination.

Many candidates correctly identified the drivers that could not, but gave incorrect reasons. The common error was to state that the 101 restriction prevented them from towing the trailer, but the licence details for the drivers indicate that the restriction is on their D1 category, not their D category and therefore does not apply.

A correctly completed table, with valid reasons is shown below.

Alan: YES. he holds DE category

Frank: NO. Should have obtained a UK licence after 5 years OR Irish licence no longer valid

Goran: NO. Serbia is not in EU (OR EEA) OR Serbian DE not valid in UK OR needs to pass UK test OR has Serbian licence OR does not hold UK licence

Lena: NO. Should have obtained a UK licence after 5 years OR Polish licence no longer valid

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