



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 for Transport Managers (Passenger Transport) - **05678**

OCR Report to Centres March 2020

Oxford Cambridge and RSA Examinations

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Reports should be read in conjunction with the published question papers for the examination.

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General Comments

This examination did not deviate from the normal format and included questions from all of the obligatory subject areas of drivers' hours, operator licensing, vehicle costing and vehicle maintenance. Other subject areas questioned included calculation of number of buses and permit operations.

There was however an error in the production process of this paper, whereby a critical restriction code number was not printed in Fig. 3 in the case study. This rendered question 6 unanswerable and as a consequence, the loss of marks was taken into account when examiners set the pass mark for the paper which was marked out of 53.

In general, candidates are taking care in answering questions, but again I would remind candidates and centres of the importance of following the instructions and notes given for each question. For example, many candidates lost marks on Question 1 through not naming the driver for each part of the journey

Centres are reminded once again, that they must not give candidates pre-printed templates for questions, as this constitutes malpractice and all answer booklets from a centre which does this, will be referred to OCR's compliance team for investigation, thereby delaying the issue of that centre's results until an investigation has been completed. Furthermore, the issue to candidates of loose blank sheets is also to be avoided, as these sheets can easily become displaced from the answer booklet, making it impossible for examiners to correctly attribute marks. There are always additional pages at the back of the answer booklet which candidates can use.

The nominal pass mark for this examination is normally 30 but the awarding panel of senior examiners, upon reviewing the paper and assessing its overall level of difficulty, set the actual pass mark at 27.

The PASS RATE for this examination was 50.2%.

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

The comments below 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

BIA wishes to publish a timetable for the journeys to and from Hause Rheinberg. Joan has already given BIA schedules for the outward journey and in-resort travel. WCT is now required to produce a driver schedule for the return journey from Germany to Walvingham.

Prepare the vehicle schedule, beginning when the drivers start work at Hause Rheinberg and ending when the vehicle arrives back at Walvingham, allowing time for James to assist with alighting passengers.

NOTES:

You MUST give a start time and a finish time for each activity.

You MUST state the stage destination for each driving period.

You MUST show local times for all activities.

The drivers involved in all activities MUST be named and the driver of the vehicle MUST be named for each part of the road journey.

Tachograph modes are not required.

This was a straightforward multi-manned driver schedule question and required candidates to use basic knowledge of drivers' hours' legislation, but just as importantly, follow the requirements given in the case study and the instructions in the notes to the question. As mentioned above, many candidates failed to gain marks in this question by not following the instructions in the notes, in particular, not naming the drivers involved in each activity and not naming the driver of the vehicle for each driving period.

Many candidates failed to gain maximum marks due to not scheduling a 45-minute break for James on the Eurotunnel to Walvingham part of the journey. This was necessary in order to allow James to assist with unloading immediately upon arrival in Walvingham.

Standard marking convention dictates that where a candidate inserts an unnecessary activity into a schedule, for example a break which is not required, or is too long, then no mark is awarded for that line or the following line. Where candidates did not state the destination for a particular driving period, then no mark was awarded for that line.

Marking will always cease at any point where a schedule becomes illegal or if passengers are not picked up. (there is not much point in continuing a journey with no passengers, unless it's intended to be an empty leg).

A correct schedule is shown below:

0500-0515 Checks (Amy AND Lee)
0515-0545 Load passengers (Amy AND Lee)
0545-0845 Drive toward Calais (Amy or Lee)
0845-0915 Break (NOT rest)
0915-1215 Drive toward Calais (The other of Amy or Lee)
1215-1245 Break (NOT rest)
1245-1545 Drive toward Calais (The other of Amy or Lee)
1545-1615 Break (NOT rest)
1615-1815 Drive toward Calais (The other of Amy or Lee)
1815-1900 Check-in and Embark (same as line above)

1900-1830 (OR 1930) Eurotunnel transit and disembark (Amy AND Lee)
 1830-1845 Walk round check (James)
 1845-2145 Drive toward Walvingham (James)
 2145-2230 Break (NOT rest)
 2230-2400 Drive to Walvingham (James)

Question 2

BIA requires a quote for the Moelfre Shuttle work. It has requested the lowest possible price, to be expressed as a daily rate.

Joan is considering whether to use two minibuses or the 35-seat coach for each journey, to see which would produce a lower price to the customer.

Complete the table below to calculate the amounts per daily round trip that would be quoted for using two minibuses or using the 35-seat coach for this service.

NOTES:

You MUST show all your workings

You MUST give your answers to the nearest penny

A slight variation on the traditional costing question, in that candidates were required to calculate the cost of operating both a minibus and a 35-seat coach, in order to determine the most cost-efficient option. A common mistake was for candidates to calculate the costs of operating a minibus, but then not double these figures, in order to compare the costs for one coach with those for two minibuses.

A further common mistake was to deduct the cost of tyres from the vehicle purchase price when calculating depreciation, even though the case study stated clearly that the purchase price was 'excluding tyres'.

Four marks were available in this question for correctly calculating two sets of mark-up figures for each option. Marks were awarded to candidates who correctly calculated these mark-up figures on their total costs, even where the total costs figures had been incorrectly calculated. Many candidates did however fail to gain these marks because in the mark-up lines they did not give the amount of mark-up, but rather the figure for cost plus mark-up.

A correct version of the answer to this question is shown below –

		Two Minibuses	Coach
Depreciation (or vehicle)	$\frac{\pounds 25,000 \times 2 \times 20\%}{240}$ $\frac{\pounds 120,000 \times 15\%}{240}$	£41.67	£75
Drivers	2 x £110 1 x £120	£220	£120
Fuel	$\frac{\pounds 1.08}{9} \times 440\text{km} \times 2$ $\frac{\pounds 1.08}{6} \times 440\text{km}$	£105.60	£79.20
Other running costs	$\pounds 0.40 \times 440\text{km} \times 2$ $\pounds 0.60 \times 440\text{km}$	£352	£264
Total costs		£719.27	£538.20

PPT mark-up	@5%	£35.96	£26.91
New total		£755.23	£565.11
WCT mark-up	@10%	£75.52	£56.51
Quote		£830.75	£621.62

Question 3

Joan is planning the future operation of two Registered Local Bus Services, Services A and B, as described in the Case Study. She will need to determine the number of vehicles to be allocated to this operation.

Calculate the number of buses required to operate Service A and B separately and also the minimum number of buses required if the routes are operated together.

NOTES:

You **MUST** show the number of buses required for Service A only, the number of buses required for Service B only and the number of buses required if Services A and B are operated together.

You **MUST** show all your workings

This question was generally well answered, with over 33% of candidates gaining all of the available 7 marks

Correct calculations for all parts are given below –

Service A. $18\text{km @ } 30\text{kph} = 36\text{mins} + 20\text{mins} = 56\text{mins}$

$56 \div 45 = 1.24 \text{ buses} = 2 \text{ buses}$

Service B. $20\text{km @ } 25\text{kph} = 48\text{mins} + 20\text{mins} = 68\text{mins}$

$68 \div 45 = 1.51 \text{ buses} = 2 \text{ buses}$

A and B combined.

$1.24 + 1.51 = 2.75 \text{ buses} = 3 \text{ buses}$

Question 4

When the Traffic Commissioner granted WCT its Section 22 Permits, she commented that the vehicle hirer (PPPT) should review the safety inspection intervals for the vehicles to be provided and also commented on the capture and storage of electronic vehicle maintenance information.

Joan has read the DVSA “Guide to Maintaining Roadworthiness” and is working with Pandit to submit updated maintenance schedules and details of electronic data management to the Traffic Commissioner.

- (a) Outline FIVE factors that the DVSA ‘Guide to Maintaining Roadworthiness’ suggests must be taken into account when deciding on vehicle safety inspection intervals.**
- (b) Outline THREE electronic maintenance system security features recommended by the DVSA ‘Guide to Maintaining Roadworthiness’**
- (c) State who is responsible for the production of vehicle maintenance records to the Traffic Commissioner, for the Section 22 work described in the case study.**

This question required candidates not just to have knowledge of one of the essential sources of guidance for every transport manager, The DVSA Guide to Maintaining Roadworthiness, but also to be able to relate the general guidance given within it, to the passenger transport sector, For example, in part (a) of the question, where candidates were required to outline factors to be considered when setting safety inspection intervals, the guide states “Type of load to be carried”. This obviously applies to the road haulage industry, where loads can be of many different kinds, rather than in passenger transport, where the load is obviously passengers. Candidates who simply copied a list of factors from the guide without relating them to passenger transport, did not gain all of the available marks.

The guide specifically identifies on page 52, the security measures which any electronic recording system should incorporate, but the many candidates wrongly copied the other non-security related requirements of an electronic system from page 54 and consequently part (b) was not well answered.

Answers to part c of the question demonstrated that the majority of candidates are not aware of who is responsible for the production of vehicle maintenance records. In the case of permit operations it is always the holder of the Permits, in this case, Walvingham Community Transport.

Question 5

Joan intends that WCT should apply for its own Standard International operator licence, as described in the case study.

- (a) From the proposals described in the Walvingham Community Transport future operations section of the case study, identify ONE future operation that would not be permitted, using WCT’s Section 22 Permits and state WHY this would be the case**
- (b) State how a WCT application for an operator licence must be submitted to the Central Licensing Office.**
- (c) State at least how long before the proposed operator licence is to take effect that the application must be submitted.**
- (d) An operator licence application must include proof that there is sufficient Financial Standing for the proposed number of authorised vehicles.**

Outline SIX ways in which Joan can demonstrate that sufficient funds are held by, or are available to WCT at the time that the operator licence application is submitted.

This question was relatively well answered, although in part (a), a few candidates gave many and varied operations which WCT could not carry out together with a myriad of reasons why.

Answers to part (b) of the question demonstrated the importance of reading the question, as many candidates did not state HOW an application should be submitted, but simply stated that a PSV421 must be submitted.

Answers to part (d) could be found in most sets of training notes and so this part was well answered. Many candidates however, did not give outlines, but simply listed various documents. The question demanded outlines of ways in which Joan could demonstrate that funds are available. A common answer, which did not attract a mark was “audited accounts”. The business entity WCT is a newly formed charity and will not therefore have these.

As stated above, Question 6 was discounted.

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