

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 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.

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CONTENTS

Vocational Qualifications (QCF, NVQ, NQF)

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OCR REPORT TO CENTRES

| Content | Page |
|---|-------------|
| Level 3 CPC (Certificate of Professional Competence) for Transport Managers (Passenger Transport) - 05670 | 4 |

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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. As has been the case in previous examinations, many candidates failed to gain marks in this paper simply through not following the directions given, either by not taking into account the command verb in the question or the notes provided below. More information on the meaning of the different command verbs can be found in The Syllabus, Student and Tutor Guide, to which I have referred regularly in previous reports. I commend the guide to students, as an essential piece of reading before sitting the examination.

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 again, in this examination, answers in more than one candidate's script, where a combination of bad handwriting, repeated crossings out and overwriting of answers made 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 65.8%

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

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 prospective customer has asked OCR to provide a timetable for the proposed journey, carrying staff from the dockyard at Plymouth to the dockyard at Rosyth, as described in the case study. Use the information given in the case study to complete the driver's schedule for the first day and the beginning of the second day . Your schedule must start when the driver begins work at OCR's garage and end when the driver reaches Hamilton Services on his return journey.

Notes:

You MUST show destinations (next stopping points) for all driving periods.

Tachograph symbols are NOT acceptable for Tachograph mode.

All times must be calculated and stated to the nearest minute.

This was a typical and traditional single-manned driver schedule question and required candidates to use basic knowledge of drivers' hours' legislation, but as importantly, follow the requirements given in the case study and the instructions in the notes to the question.

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. In this case, where candidates gave the driver a break longer than 15 minutes at Gordano services, no mark was given for that line or the following one. Similarly, 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 isn't much point in continuing a journey with no passengers, unless it's intended to be an empty leg).

A correct schedule for this question is given below:

| Start Time | Finish Time | Activity | Tacho Mode |
|-------------------|--------------------|--|----------------------|
| 06:45 | 07:00 | Walkaround checks | Other Work |
| 07:00 | 07:10 | To Plymouth dockyard | Drive |
| 07:10 | 07:30 | Passenger Loading | Other Work |
| 07:30 | 09:30 | To Gordano Services | Drive |
| 09:30 | 09:45 | Break | Break or Rest |
| 09:45 | 12:05 | To Stafford Services | Drive |
| 12:05 | 12:35 | Break | Break or Rest |
| 12:35 | 16:57 | To Hamilton Services | Drive |
| 16:57 | 17:42 | Break | Break or Rest |
| 17:42 | 18:42 | To Rosyth dockyard | Drive |
| 18:42 | 19:15 | Cleaning (or Refuelling or Preparing) | Other Work |
| 19:15 | 06:15 | Daily Rest | Break or Rest |
| 06:15 | 06:30 | Walkround check | Other work |
| 06:30 | 07:30 | Drive to Hamilton Services | Drive |

Question 2

OCR must calculate the cost of providing the proposed new service between Plymouth and Rosyth, as described in the case study.

Use the information given in the case study to complete the following costing table.

Notes:

You MUST show all your workings.

You MUST give each financial amount to the nearest penny.

This costing question led candidates towards correct answers by giving boxes to be completed, for each element of the overall cost. This obviously eliminated the possibility of candidates forgetting any one cost item. The most common error seen by examiners, was a miscalculation of the total distance and therefore the resultant incorrect answers for running costs. In this question, an incorrect distance calculation, resulted in the loss of six marks in total.

A correct answer is shown below:

| | | |
|--|---|-----------------------------|
| Total Kilometres (per return journey) | $5+180+210+393+70 = 858 \times 2 =$ | 1,716 km |
| Coach Utilisation (days per year) | 2 days x 50 weeks x twice a week | 200 days |
| Coach Depreciation (per day) | (£175,000 - £150,000 OR £25,000) / 200 days | £125 |
| Litres of Fuel Used (per return journey) | 1,716KM / 4KM/L | 429 litre |
| Fuel Cost (per return journey) | 429L X £1.10 | £471.9 |
| Tyre Cost (per kilometre) | (£262.5 x 8 OR £2,100) / 300,000KM | £0.007 OR £ 0.01 |
| Tyre Cost (per return journey) | £0.007 x 1,716km | £12.01 |
| Driver Basic Costs (per return journey) | 2 days x 8 hours x £12.5 | £200 |
| Driver Overtime Costs (per return journey) | 4.5hrs x 2 days x £16.24 | £146.16 |
| Repair & Maintenance Cost (per return journey) | £0.03 x 1,716km | £51.48 |
| Total Driver cost on this contract (per annum) | $(£200 + £146.16) \times 100$ journeys | £34,616 |
| Total Fuel cost on this contract (per annum) | £471.9 x 100 journeys | £47,190 |

Question 3

Using only the information provided in the case study, identify SIX different risks in and around the garage. For each risk that you identify, outline ONE control measure that OCR should take to minimise the risk.

This question was not well answered by some students, with many candidates simply copying into their answer, the problems and hazards that had been outlined in the case study.

For example, candidates repeated statements such as “Leaking roof”, “No rubbish bins” and “Potholes”, but did not identify risks such as “risk of water ingress onto electrics”, or “risk of vermin being attracted by rubbish”, or “risk of trips caused by potholes”.

Marks were not awarded for statements copied from the case study, but only for correctly identified risks which could be attributed to the problems described.

The question also asked for a preventative measure which could be introduced in order to minimise the risk. Most candidates correctly outlined appropriate control measures and were awarded marks for this part.

Question 4

If OCR’s proposed move to the new operating centre goes ahead as described in the case study, the company will need to take certain action. These include applying to vary its operator licence, with an application for a new operating centre, and notifying the Traffic Commissioner of the change in its registered office address.

- a) **Identify FOUR items of information which are required to be included in the variation application.**
- b) **Identify FOUR authorities or persons, other than the Traffic Commissioner or Central Licensing Office, that should be informed of the change to the company’s Registered Office address.**

Most candidates correctly identified the items of information to be included in the variation application, although a significant number failed to read the question properly and outlined actions to be taken in order to vary the licence. It is important for students and tutors to appreciate the dangers of learning the subject and preparing for the examination purely by practising past papers. Questions on various areas of the syllabus can be framed in a number of ways, in order to test candidates’ understanding of a regulation and it cannot be assumed that the answers given in one case, will be appropriate when the question is asked in a different way.

Answers to this question could have included any FOUR of the following:

- Address of site
- Address of old site
- Name of Licence Holder
- Operator Licence No.
- Restrictions to be removed
- Whether site is owned, leased or rented
- Details of new maintenance arrangement
- Details of proposed new Transport Manager

Most candidates correctly identified four organisations which should be notified when a company's registered office address is changed.

Question 5

JET is concerned that the company is having difficulties recruiting qualified Category D1 and Category D drivers. He therefore intends to offer current drivers the opportunity to upgrade their driving licences. Details of relevant drivers are given in the case study.

For each of the two groups of drivers given below, identify the theory tests or practical examinations each driver must pass, in order to upgrade their licence to the category specified.

Group One

Category B to Category D1

Group Two

Category D1 to Category D+E

This question was generally well answered, with most candidates listing the correct theory, hazard perception, licence acquisition practical and CPC theory and practical tests for the first group and the correct order of Category D, then D+E practical driving tests for group two.

A small number of candidates wrongly listed the whole four-part testing programme for group two.

Question 6

OCR intends to buy a coach to work on the proposed service to and from Rosyth. JET would like to expand the company's coach business into ski shuttle operations, buying five extra coaches and seven 1.5 tonne box trailers to transport the skis. If these plans go forward, the company will need to provide the Traffic Commissioner with evidence that it meets the financial standing criterion.

- a) **Calculate the total level of financial standing (in £) that OCR will need to prove it has access to when applying for the increased authorisation.**

Notes:

You MUST show all your workings.

- b) **State the additional amount of finance that OCR would need to prove it has access to for the seven trailers.**

This question illustrated once again, the importance of reading the whole question and answering exactly what was being demanded. Many candidates calculated the amount of ADDITIONAL financial standing that the company would have to prove, rather than the TOTAL LEVEL of financial standing as was asked for.

The other common error in this question was to use out of date values for the financial standing requirement, this emphasising the importance of using current training notes. The correct calculation is shown below:

39 (current) + new coach for Rosyth + 5 (extra - proposed) = 45 total vehicles
1 vehicle @ £8,000 + 44 additional @ £4,450 = Total £ 203,800.

There is no financial standing requirement for trailers as most candidates correctly stated.

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