

Certificate of Professional Competence – Road Passenger Transport Unit 5 (05609) September 2008

Candidates' performance

The standard of scripts was average for this examination ranging from excellent to very poor.

This is a level 3 qualification in which candidates are expected to be able to write in a clear and comprehensible manner. Questions which ask for an explanation, description, instructions or procedure should be written as such.

Unfortunately many candidates still write all the things that they know about a particular subject one after another in the form of a list.

Too often they fail to address the specific issues raised in the question and do not "top and tail" their answers as required. For example a memorandum should be dated and say who it is from, who it is to and give its subject matter.

Question number:	1(a)
<p>This question required the candidate to appreciate that a separate "O" licence is required for each Traffic Area in which an operating centre is situated and when and how an application is made. It then required the ability to understand how the financial standing requirement is calculated. Finally it required the candidate to be able to pick out from the scenario the failings in an operator's practice that would attract interest from the Traffic Commissioner and to which criteria they relate.</p>	
Assessment objective reference:	9.2 and 9.3

1 (a) A disappointingly high number of candidates didn't know that a separate "O" licence would be required. All that was required to obtain the four marks was a couple of sentences similar to the following: "An application for a new "O" licence would need to be submitted to the Traffic Commissioner for Wales or Leeds some six to ten weeks before it was required enclosing the necessary fee. A new licence is required because an operating centre in one Traffic Commissioner's area cannot be put on an "O" licence granted in a different area."

1 (b) This was reasonably well answered although a lot of candidates put all of the existing fleet into the calculation.

1 (c) Too many candidates simply listed all of the criteria for an "O" licence and didn't answer the question at all. This is surprising as with the case study pre-release, a question such as this should have been easily foreseen. The issues were the high first time failure rate, the number of PG9s issued, the conviction of the company secretary for shoplifting and the convictions of the drivers and the company for drivers' hours/rest periods offences. The

criteria to which they related were maintenance x 2, good reputation, and the required undertakings.

Question number:	2
This question required the candidate to understand the advantages and disadvantages of in-house maintenance. It also required the candidate to understand the implications of the contract that exists between an operator and a maintenance contractor.	
Assessment objective reference:	13

2 (a) Too many candidates didn't read the question and gave the advantages and disadvantages of contracted out maintenance. Those candidates who dealt with in-house maintenance scored well although very few made reference to the relevant factors in the scenario which were again the high first time failure rate and the number of PG9s issued which suggest that the current provision of maintenance is failing.

2 (b) This was reasonably well answered by reference to the need for a contract, to notify the Traffic Commissioner, the need for the contractor to use inspection sheets, to complete and supply records to OCR and the need for monitoring of the contractor's performance.

Question number:	3
This question required the candidate to be able to calculate the cost of providing a coach for a nine day tour and to realise that two drivers are required due to the removal of the concession allowing weekly rest period to be delayed until after twelve daily driving periods	
Assessment objective reference:	4.1.3

A large majority of candidates obtained six marks because they only used one driver. The question clearly states that the coach "will be driven every day" so that two drivers are required. It is very disappointing that the candidates did not appreciate that two drivers would be required as this is a core area of the syllabus and it should be obvious to any candidate at level three that any tour in excess of six days where the bus is driven every day requires two drivers due to the removal of the dispensation.

Question number:	4
This question required the candidate to recognise that the EU rules apply to the tours and to give the requirements regarding weekly rest. It also required the candidate to understand the steps an "O" licence holder must take to try to ensure that its drivers comply with the rules.	
Assessment objective reference:	3

4 (a) Again, too many candidates didn't read the question which clearly asked for the requirements regarding weekly rest. A majority of candidates gave answers based on daily rest and /or driving hours. Worryingly, a small minority thought that domestic rules applied.

4 (b) This was reasonably well answered by reference to training, monitoring, disciplinary action, chart analysis (either in-house or external) etc.

Question number:	5
This question required the candidate to identify and explain those vehicle characteristics which have an impact on the environment and driver comfort.	
Assessment objective reference:	12

5 (a) This was well answered. There were a lot of potential answers relating to reduced emissions, fuel efficiency, Euro 5 engines, low noise tyres, aerodynamics, and vehicle recycling. The reason for each generally followed from a correct identification of the issue and therefore candidates tended to do well.

5(b) This part of the question was also well answered with the two most popular answers being air conditioning and air sprung seating. However, there were a quite a number of answers which related to issues covered by question 5 (a).

Question number:	6
This question required the candidate to appreciate the ways available to assist in the recruitment of new staff and to know the minimum ages and driving categories required to drive vehicles in the fleet. Also the practical skills needed in tour drivers should be known.	
Assessment objective reference:	7

6 (a) Most candidates knew how to advertise vacancies but too many simply wrote a list. They did not attempt any description of how their proposals would ensure a large number of potential applicants would become aware of them.

6 (b) Most candidates did well although worryingly a number didn't know that an eighteen year old could drive a bus on a local service of less than fifty kilometres. Also a significant minority gave ages of 19, 20 and 25 for both answers and none of these ages figure anywhere in the legal requirements.

6 (c) Most candidates answered this well giving a wide range of credible answers but again too many candidates do not appear to have read the scenario properly and therefore lost easy marks. The most obvious answer was that the drivers must be willing and able to spend up to sixteen nights away from home and yet only about 20% gave this as an answer.

Question number:	7
This question required the candidates to know the definition of an accident which requires the driver to stop and to write a procedure for drivers to follow in the event of an accident.	
Assessment objective reference:	15

7 (a) This part of the question simply required the candidates to identify the circumstances in which a driver is legally bound to stop e.g. personal injury is caused to someone other than himself – including a passenger, another vehicle is damaged, certain animals are injured etc.

Too many candidates put what the driver must do after he has stopped i.e. they answered part (b).

7 (b) Under the four things that they must do a large number of candidates listed various pieces of information but didn't say to whom that information should be given and therefore didn't get the marks. To get the marks the candidate either had to say "To anyone reasonably requiring it" or more commonly "To the other driver/owner of the property/animal"

Under the five things that they should do the candidates scored well as there were a large number of credible answers.

Question number:	8
This question required the candidate to understand the legal procedures for dealing with lost property.	
Assessment objective reference:	1

8 (a) and (b) The scenario tipped candidates off that a question on lost property was likely and those who learnt the rules obviously scored well and they amounted to over half whilst those who didn't, picked up a few marks but generally missed the points required.

The first part required the answer to be laid out as a procedure which very few candidates did. The procedure required was a daily check at the beginning or end, or preferably both, of each journey to check for lost property. Then, in the event of any such property being found, attempts to ascertain the owner and proof being required of ownership before handing the property back. This would be followed by an obligation to keep the property safe and to return it to the depot on return except in the case of perishable property which could be disposed of before it went off.

The second part should have been written as a memorandum which approximately half of the candidates did. The points to be raised included records being kept for six months, goods to be kept for one month unless perishable, the ability to charge up to £2.00 for the return of lost property, the right to treat the goods as unclaimed if such payment were refused, the right to dispose of unclaimed goods after one month and the obligation to return official documents to the issuing authority.

Pass Rate: 35%