

Certificate of Professional Competence - Managing National Passenger Transport - Unit 5 (05609) September 2009

This paper required candidates to apply knowledge to a given scenario. The first four compulsory questions in section 'A' posed a problem for candidates but many demonstrated sufficient evidence of competence to just reach the standard required. Section B of the paper was generally answered well.

Candidates' performance

The candidate performance for this paper was mixed with some questions showing a clear lack of knowledge in the particular assessment area of the syllabus. I am however pleased to say on this occasion that examination technique was much better and there was little evidence of the 'scatter gun' approach often seen when marking case study papers. One of the problems that still does occur is that when a question asks the candidate to 'identify and describe' some candidates simply offer a list and fail to write down the description, this results in half of the possible marks being lost.

Question number:	1 (a) i
The partners are concerned that their poor operating record may prejudice a new operator licence application when the company is formed	
Explain to the partners what is meant by "operator compliance risk score"	
Assessment objective reference:	9.6

The majority of candidates answered this question well, although some of the descriptions offered were rather vague.

Question number:	1 (a) ii
From the scenario identify and describe FOUR issues that will have contributed to OCR Travel's operator compliance risk score being red.	
Assessment objective reference:	9.6

Again this part of the question was answered well. Some candidates described systems rather than the issues, whilst others produced a brief list. In addition a few candidates invented issues that were not contained within the scenario.

Question number:	1 (b)
To ensure compliance with the Declaration of Intent which the new company will make in its application, state FOUR road traffic convictions which drivers are required to report to the company.	
Assessment objective reference:	9.6

Candidates performed well on this part with only a small number giving offences that were not associated with a road traffic offence.

Question number:	2
You have arranged for a meeting with your Workshop Manager to discuss maintenance related issues and the high operator compliance risk score. Identify and describe FOUR key elements of a vehicle maintenance system your engineer must operate to ensure that the risk score is reduced.	
Assessment objective reference:	13.1

Considering this is an essential piece of knowledge for a prospective Transport Manager I was disappointed in the performance of this question. Many candidates offered general principles but did not back them up with any points that could be related to a system.

Question number:	3 (a)
You are required to compile driver's schedules for the proposed tours to the Ayrshire coast as stated in the scenario. Each tour will use a single driver and a courier. Loading at the coach station and at the hotel each take 15 minutes Complete a schedule for day one of the tour arriving at the hotel as early as possible and taking any statutory breaks as late as possible. A 15 minute walkround check will be undertaken by the driver at the start of his duty. Show your workings.	
Assessment objective reference:	3.1.2

This was a relatively straight forward question and again considering its importance in the role of a Transport Manager I was disappointed on the overall candidate performance I would point out the following problems:

- Very poor layout such that at times it was difficult to identify timings
- No timings given at all such that a schedule was not produced
- Many candidates did not take on passengers or indeed let them off the vehicle
- Some candidates invented their own start times
- Many candidates could not calculate the journey time
- A few candidates forgot the first hours driving and therefore took their break after 5 ½ hours driving.

It is worth a mention that examiners are instructed to stop marking the question when a schedule becomes illegal. This of course can result in a significant loss of marks.

Question number:	3 (b)
The hotel has asked if the driver, on arrival at the hotel, can take another group of residents out that evening on an excursion departing at 20:00 and arriving back at 2200. This would involve a further one hours driving. Explain the requirements of the drivers' hours' legislation that would not permit this.	
Assessment objective reference:	13.1.5

Most candidates that had produced a schedule answered this part satisfactorily.

Question number:	4
From the information given in the scenario produce a tender (do not include profit) using 35 seat buses for the park and ride service 409. The tender is for a 52 week period and 2 drivers are required to operate each bus throughout the day.(Show all your workings for which marks will be awarded)	
Assessment objective reference:	4.1.3

I would deduce from the papers that candidates found this question difficult. Performance varied greatly from maximum marks to zero. Two important calculations were required before the question could be attempted, namely how many buses were required and what distances did they cover on the route. Many candidates thought only 2 buses were required and quite a number forgot to add on the dead running km. The examiners made concessions for these early errors and despite the price being anything like correct, marks were still awarded. The overall layout was poor and in numerous papers numbers were randomly scattered about the paper making it almost impossible to understand the candidates workings.

Summary for Section (A)

I conclude that a reasonable attempt was made on this first section by most candidates. Candidates that produced a satisfactory answer to question 4 also performed well on the other questions in this section.

Part B

Question number:	5
Using the information given in the scenario; construct an organisational chart for the existing partnership, to include all personnel and lines of communication. Do not include the self employed couriers.	
Assessment objective reference:	6.3

Candidates performed well on this question, however despite the question asking candidates NOT to include the self employed couriers, many did so

Question number:	6 (a)
Referring to Service 434 shown in the scenario. Patronage at Honeycombe Road has become very low and a decision has been made to shorten the service route by finishing at Shrowbury road.	
Identify clearly the procedure to be followed to enable this change to be made to the service registration.	
Assessment objective reference:	11.1.2

Most candidates were able to identify that the Traffic Commissioner would need to be informed within 56 days but in many instances that was all.

Question number:	6 (b)
If the service route was changed as described without adopting the necessary formalities, what penalties could be imposed on the business and by whom?	
Assessment objective reference:	11.1.2

Yet again a very patchy response with the majority of candidates limiting their answers to the effect such action would have on the operator licence.

Question number:	7
The partners have decided to form a limited company called OCR Travel Ltd. Identify the steps (to include the documents required)the partners must undertake in order to convert the current business entity.	
Assessment objective reference:	2.1.4

Candidate response was very good on this question, most showing a clear understanding of the steps to be taken when setting up a limited company.

Question number:	8 (a) and (b)
You are considering the applicants for driving posts, outlined in the scenario. As OCR Travel does not train drivers,	
(a) Indicate which candidates you will invite for interview, and against each candidates name, show the vehicles in the fleet that they are currently entitled to drive	
(b) Indicate which candidates you will not be inviting for interview, and against each candidates name, explain why you will be rejecting their application.	
Assessment objective reference:	14.1

Part A

Excellent attempt was made on this question, however some candidates seem to confuse themselves and include drivers on both lists.

Part B

Similarly this part was also well answered by the majority of the candidates.

Summary for Section B

Most of the questions in this section have been asked in the past and cover common areas of the passenger transport business. I believe candidates would have found it more difficult predicting question 6 from the scenario and this may account for the poor response.

Whilst this section of the paper has a lower mark weighting factor I would remind candidates that it is still important to gain good marks here in order to achieve an overall pass mark.

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Pass rate: 29.8%