

## **Certificate of Professional Competence – Road Passenger – Unit 5 (05609) March 2011**

### **General:**

There was a distinct difference in the performance of candidates on Part A compared to Part B. The Part A questions were answered well with a high proportion of candidates obtaining good marks. In contrast, the answers to the Part B questions were generally poor. What made this so disappointing was that the questions were on registering a local bus service, driving tests, drivers' hours records and the Safe Operators Guide, all of which are topics that someone with an ambition to be a Transport Manager should have a good knowledge.

There was certainly evidence that quite a few candidates failed to read the question, or to relate it to the scenario – see comments on the individual questions.

**Question 1:** Most candidates completed this question satisfactorily. A number of candidates did not follow the instruction in the question to “set out a driver’s daily duty schedule”, and instead simply wrote a narrative of how the operations would take place. If the question says “set out a driver’s daily duty schedule” then it is a requirement for the answer to be written in a format that shows the time of the activity and what the activity is – candidates lost marks where they did not make it clear what it was the driver should be doing. For example in this question, writing “07.45 depart depot, contract 17” was worth a mark – it is an instruction that the driver can follow.

**Question 2:** This question was answered well. The exceptions were candidates who included in their eleven items, things that were already in the scenario, which suggests that they simply wrote down every item they could think of that should be on a daily walk round check sheet.

**Question 3:** A high proportion of candidates failed to gain maximum marks due to not understanding the concept of marginal costing. The scenario made it clear that the standing and overhead costs of the business were met by the peak time operations, and that these were the journeys undertaken at school times. The question reinforced this by referring to “the off-peak service to the nightclub”. Therefore the large number of candidates who included standing and overhead costs did not arrive at the right answer. A small number also failed to gain a mark because they did not follow the instruction to show the charge per passenger.

**Question 4:** Nearly all candidates realised that OCR Travel would have to apply for a new Standard National Operator Licence, and most managed to gain close to maximum marks for setting out the application process and the criteria to be met. It was particularly pleasing that a very high proportion of candidates correctly identified the new Financial Standing requirements.

**Question 5:** Part (a) was poorly answered. Whilst a reasonable number of candidates said that the service could not be operated, very few knew that it was because a service of 55km in length could not be registered as a flexible service. In contrast, most candidates knew some of the items of information needed to register a service, although it is disappointing that so many think that the Traffic Commissioner needs to know fares, number of vehicles to be used and vehicle details.

**Question 6:** The key to obtaining marks for this question was for the candidate to realise that the drivers would require Category D1 driving entitlement.

For part (a), candidates who obtained maximum marks were those who outlined the steps to be followed – applying for D1 provisional, taking and passing theory test, hazard perception test and practical test, the last three of which are identical for Category D1 or D.

However, in part (b), very few candidates knew that the vehicle specification for a D1 practical test is not the same as for Category D.

**Question 7:** Rather surprisingly this question was not well answered. Too many candidates failed to read the question and consequently gave answers relating to Regulation 516/2006, rather than to 3821/85 and specifically the record keeping requirements. These candidates wrote an answer which set out limits on driving times, breaks from driving, rest periods etc but did not obtain any marks because the question was about record keeping.

The other principal problem was with candidates who did not know that vehicles first registered in May 2007 would be fitted with digital tachographs, and therefore any answers relating to analogue tachographs did not attract any marks.

**Question 8:** This question dealt with a relatively new addition to the suite of documents issued by VOSA. To ensure that this did not come as a complete surprise to candidates, it was specifically mentioned in the pre-released scenario.

Because it was a new area to be tested, the examiners' adopted a fairly liberal approach to answers and the way in which candidates described things they would put in a driver's manual. Notwithstanding this approach, many candidates did not appear to be even remotely familiar with the contents of the Safe Operators' Guide.

**Pass Rate: 51%**