

CPC CHIEF EXAMINERS REPORT

095

Subject: Managing National Passenger Transport
Stage/Scheme: UNT 5
Series and/or year of examination: June 2010

N.B. The substance of this report will be published by OCR (please follow guidance given in ‘Instructions for Examiners’).

General report and review of paper – overall impression of candidates’ performance and comments on those parts generally well done or poorly done; any additional comments on accuracy, spelling, layout, expression etc. would be useful.

Following the general report please provide more detailed comments on the quality and accuracy of the candidates answers against each qualification.

The general standard of candidate papers varied, with some excellent papers produced showing candidates had a good knowledge and were able to apply this to the scenario. A significant number of candidates produced very poor papers where they were unable to demonstrate knowledge of key areas of the syllabus found in Section A. The most noticeable feature of this paper was how few candidates obtained a ‘mid-range’ mark. Candidates either scored well or badly, with few in the middle ground. This suggests that those who were well prepared and knew the subject were able to achieve a high mark whilst those who had either not prepared well or who did not properly read the question (or pre-release scenario) failed badly.

The overall standard of spelling and simple mathematics was at times, very poor. In my view, overall this was one of the easier papers. The scenario was short and it should not have been too difficult to predict the questions that would be asked. In that sense therefore it was surprising that more candidates did not achieve high marks. Little has changed over the years concerning candidates not taking time to read the question and clearly understand it before attempting a response.

Question 1

This question required the candidate to identify and describe the criteria to be met to obtain an “O” licence, to calculate the financial standing requirement and to know what evidence a Traffic Commissioner requires to satisfy financial standing. Generally this was well answered although some candidates did not provide adequate descriptions, whilst others applied out of date financial standing amounts which changed in January 2010.

Question 2

This question required the candidate to state the facilities and equipment required to equip a workshop (part a) and calculate the safety inspection intervals of vehicles used on a bus service (part b) as stated in the scenario. Part (a) was answered well, and given that this question appears in nearly every paper in some guise, this should be expected. In contrast, part (b) was poorly answered. Too many candidates were unable to work out the basics of the bus service timetable, and failed to calculate correctly the number of journeys being operated each day

Question 3

Candidates were required to calculate the cost of operating a circular bus service as given in the scenario. The performance on this question was disappointing, many candidates were unable to calculate the number of journeys, the number of drivers or even the number of buses required.

Question 4

This question required the candidate to state the rest and break relevant to drivers operating the tours given in the scenario and was not answered well. The strange thing was that many candidates headed their instructions “rest and breaks” but then went on to write all they knew about Drivers Hours Regulations. Consequently their answers relating to driving time per day, per fortnight etc were irrelevant to the question. Even more disturbingly was the number of candidates who thought that Domestic rules applied! It was also rather worrying to see how many people hoping to become Transport Managers gave wrong answers on what is arguably the most important aspect of the job.

Question 5

Candidates were required to explain the circumstances under which a bus driver may either refuse entry or ask to leave a bus that is operating on a local service and to explain the process of removing an unruly person. This question was well answered by the majority of the candidates.

Question 6.

This question was the most poorly answered of them all. It clearly asked for a table comparing the advantages and disadvantages of limited companies and partnerships. Too many candidates simply wrote a list of the features of each, without any attempt at comparison and therefore failed to gain a single mark. Furthermore, quite a number of candidates just wrote down everything they new concerning partnerships and limited companies.


Question 7

This question required the candidates to outline five steps required when carrying out a risk assessment. Those candidates who outlined the standard risk assessment process and described what action to take under each heading, scored well, however few went on to apply that to the workshops described in the scenario. Consequently, they were awarded marks for correctly identifying the steps but failed to gain any more marks for application.

Question 8

Candidates were asked to identify types of insurance that are compulsory and others which are optional. In both cases a description of the type of cover afforded was required. The majority of candidates performed well although the explanations given for the cover was poor.

Pass Rate: 43%

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	Signed:	
	Date:	16 June 2010