

**Certificate of Professional Competence - Managing  
 National Passenger Transport - Unit 5 (05609)  
 JUNE 2011**

**Candidates' performance**

This paper required candidates to apply knowledge to a given scenario. The first four compulsory questions in section 'A' were generally answered very well. Candidates performed well on the paper overall although with significant variations. It is pleasing to record that few candidates lost marks through not reading the question; In fact candidates interpreted the questions very well.

Candidates need to be reminded that this is a Level 3 examination. Amongst other things, that means when asked to "identify and explain", they must do both and not simply jot down a series of notes.

<b>Question number:</b>	<b>1 (a)</b>
This question required the candidates to identify, in addition to financial standing and professional competence, three additional criteria that must be met when applying for an operator licence.	
Assessment objective reference:	9.2

The majority of candidates answered this question well, although some of the descriptions offered were rather vague and some candidates failed to provide a description at all.

<b>Question number:</b>	<b>1 (b)</b>
Candidates were required to calculate the financial standing requirements when opening a new depot	
Assessment objective reference:	9.2

Again this part of the question was answered well. Some candidates mis-calculated the number of additional vehicles and thus stated an incorrect total.

<b>Question number:</b>	<b>1 (c)</b>
This question asked to state the documents that would be required (other than the application form) to support an operator licence application	
Assessment objective reference:	9.2

A number of candidates did still include the application form but on the whole this question was well answered. The biggest problem was where candidates failed to restrict their answers to documents.

<b>Question number:</b>	<b>2</b>
This question required the candidates to identify infringements to Driver's Hours Regulations contained in a schedule.	
Assessment objective reference:	13.1.3

In general, this was another well-answered question. The answers for a number of candidates demonstrated that they do not know the maximum spread-over time allowed in one day, or the minimum amount of continuous daily rest permitted. A few candidates did not achieve maximum marks because they could not find six breaches (there were more than six).

<b>Question number:</b>	<b>3</b>
Candidates were asked to identify FIVE items drivers should check regarding the legal condition of tyres on a vehicle given in the scenario providing the legal requirement for each item identified.	
Assessment objective reference:	3.1

The majority of candidates achieved maximum marks for what was, with hindsight, a fairly easy question. The candidates who did not perform so well were those who strayed off the question, which was about tyres, not brakes or wheels, or who wrote a list.

<b>Question number:</b>	<b>4 (a) and (b)</b>
This question was in two parts but both parts required the candidate to produce a fuel budget.	
Assessment objective reference:	5.1.1

It was pleasing to see how well this question was attempted. A few candidates lost a mark in part (a) by failing to translate their daily calculation into a weekly total. Also some candidates failed to multiply the result by the number of coaches in the fleet; the question specifically asked for a fuel budget for the fleet. Some candidates used a different methodology and arrived at a slightly different answer to the mark scheme but were not penalised for this.

### Summary for Section (A)

I conclude that a good attempt was made on this first section by most candidates. It must be noted, however, that in many cases the standard of rudimentary mathematics and spelling was poor.

### Part B

<b>Question number:</b>	<b>5</b>
Candidates were required to produce an organisational chart from the staff itemised in the scenario (part a) and suggest the benefit such a chart may offer the company (part b)	
Assessment objective reference:	6.3

Candidates did not find a problem completing this task and the majority of candidates achieved maximum marks. Part (b) did pose more of a problem and the majority of answers submitted centred on just a clearer reporting line.

<b>Question number:</b>	<b>6</b>
This question required the candidates to explain the advantages and benefits of leasing vehicles, (part a) and the advantages and benefits of purchasing them (part b)	
Assessment objective reference:	12.1

This question was answered poorly, which is a surprise as it is one that has been asked many times in Unit 5. There were too many vague statements, without explanation. It was also revealing that several candidates thought that by leasing the vehicles, there would be no maintenance costs and that purchasing offers the only opportunity to incorporate your own livery.

<b>Question number:</b>	<b>7</b>
Candidates were required to state what IT systems could be put in place to maximise the efficiency of both operational aspects and customer processing on the holiday tours.	
Assessment objective reference:	11.1.4

Although some candidates strayed from the point that this question was about the coach tours it was answered very well with many candidates achieving maximum marks.

<b>Question number:</b>	<b>8</b>
This question was concerned with Driver Licensing. Part (a) the entitlements required to drive the vehicles as given in the scenario. Part (b) the minimum requirements to drive a vehicle in preservation and part (c) checking driver licences.	
Assessment objective reference:	14.1

All candidates scored some marks but the errors relating to driving age in part (a) and the driver qualification in part (b) are worrying. It could easily be deduced that few candidates have been taught the revised driver qualifications brought in over a year ago. A good many also believed you can simply call DVLA and ask for the licence details of an employee.

### **Summary for Section B**

All of the questions in this section have been asked in the past and cover common areas encountered in the passenger transport business. 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.

To pass this qualification, preparation is everything; this includes exam technique as well as applying the knowledge you have learnt. I would further suggest that, for those who struggle with literacy and numeracy, whilst this is not examined in this qualification, some preparation beforehand would be most worthwhile. Lastly, it would be useful to remind centres to instruct candidates to indicate when an answer was continued on one of the additional pages.

**Pass Rate: 59%**