

Maritime Operations Officer

Level 3 Apprenticeship

End-Point Assessment Plan

Introduction

The document sets out the requirements and processes for the End-Point Assessment (EPA) of the Level 3 Maritime Operations Officer (MOO) Apprentice Standard.

This document is designed for employers, apprentices, training providers and End-Point Assessment Organisations (EPAOs) and should be read in conjunction with the approved apprentice standard.

The MOO Level 3 Apprenticeship will require a minimum period of learning of 12 months prior to the End-Point assessment.

This document is designed to ensure that:

- Apprentices meet the skills, knowledge and behaviours as defined in the standard.
- The End-Point assessment is conducted consistently (see **Key Note** below).
- The process adds value for both the apprentice and employer.

This apprenticeship standard covers Maritime Operations Officers who work for HM Coastguard which is part of the Maritime and Coastguard Agency (“MCA”). The MCA is an Executive Agency of the Department for Transport and the UK’s sole employer of Maritime Operations Officers which, due to the nature of the work, is a job unique to HM Coastguard. HM Coastguard is the UK’s maritime emergency service responsible for initiating and coordinating maritime Search and Rescue (“SAR”) in the UK as well as fulfilling other Coastguard Functions such as Pollution Response, Vessel Traffic Management, Maritime Safety, Maritime Security and Emergency and Disaster Management.

A Maritime Operations Officer is responsible for carrying out activities required to effectively respond to maritime emergencies as well as a range of other tasks relating to the functions above.

The duration of the apprenticeship will be a minimum of 12 months and include a blend of formal training plus on-the-job training to embed skills and knowledge and for learning consolidation.

Key Note: The Maritime and Coastguard Agency will be the sole End Point Assessment Organisation for End-Point Assessment. As the MCA is the sole employer of Maritime Operation Officers in the UK, MCA Internal Assurance is unique in having access to subject matter experts and the necessary assessor skills needed to test competency. They will have had no prior involvement with the apprentice and will not be involved in delivering the on-programme training nor the External Quality Assurance.

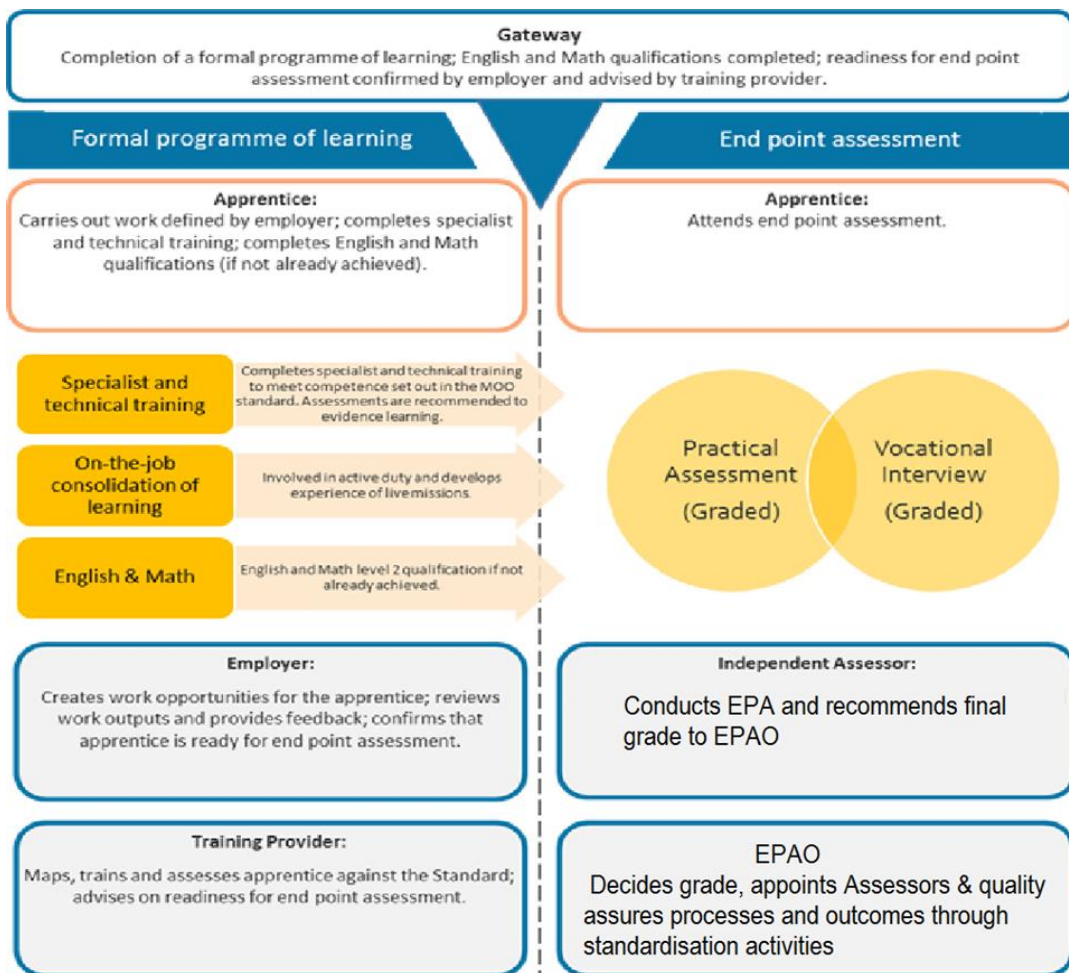
Gateway

Once the employer is satisfied that the apprentice has demonstrated full competence and that all the criteria of that standard have been met the apprentice can progress to the End-Point Assessment via the apprentice gateway.

The Apprentice will be deemed ready to progress to the End-Point assessment once the Employer confirms that the apprentice has:

- successfully completed the appropriate coastguard officer (maritime) training and as a consequence demonstrates full competence in the knowledge skills and behaviours as set out in the Apprenticeship Standard, and
- attained the requisite English and Maths Level 2 qualifications.

When the apprentice has met the above criteria the employer will contact the EPAO to schedule the End-Point assessment. The employer will formally confirm to the EPAO that the apprentice is ready to progress to the End-Point assessment. The employer’s decision must be formally recorded by the EPAO.



Components of the End-Point Assessment

The End-Point Assessment comprises two components which are assessed by independent assessors appointed by an end-point EPAO approved by Education and Skills Funding Agency. These are:

- **A written practical assessment** – A synoptic assessment testing the apprentice’s practical skills and knowledge and also behaviours implicit in the assessment technique.
- **A vocational interview** – This will be primarily focused on the apprentice’s knowledge but also checking skills and behaviours.

All assessment methods must be successfully completed within a three month period of each other, after the Employer Gateway.

Stage 1 - Practical Assessment

The practical assessment is a 3.5 hour written assessment which is paper based and requires the use of specialist systems. The assessment will be invigilated under exam conditions by a trained invigilator appointed by the EPAO.

Assessment Design

This written assessment will present the apprentice with a minimum of three practical maritime search scenarios that will include as a minimum:

- Creating a Rapid Response plan.
- Constructing a Datum Point Search.
- Developing a Search Area Coverage plan.
- Developing a Datum Line Search plan.
- Developing a Back Track Search plan.

The scenarios within the assessment papers will replicate real life scenarios of medium complexity that a qualified Maritime Operations Officer would be required to handle. These scenarios range from incidents such as searching for a rubber dinghy drifting out to sea in fairly calm waters, searching for an overdue vessel or searching for survivors from a sunken vessel requiring the coordination of multiple SAR assets. The assessment scenarios will be designed in such a way that they take in to account real world constraints such as current and historical wind data, visibility, weather forecast or asset positions and availability.

Four examples of medium complexity incidents are provided in Annex A, as a guideline to EPAOs. As these are in the public domain, EPAOs must ensure these incidents are not used.

The apprentice will not have visibility of the paper in advance of the assessment. The EPAO will hold a minimum of three versions of exam papers containing different scenarios. On the day of the practical assessment, one copy of the exam paper per apprentice will be printed prior to the practical assessment and placed in a folder that will be held securely until it is issued to the apprentice at the start of the practical assessment. Any additional copies are destroyed. The exam papers will be rotated for each sitting of the practical assessment so that the previous sitting do not take the same exam as the next and so on. Each apprentice sitting the practical assessment are required to return the exam paper at the end of the practical assessment. The EPAO must develop 'practical specification banks' of sufficient size to prevent predictability and review them regularly (and at least once a year) to ensure they, and the specifications they contain, are fit for purpose.

Practical Assessment Essential Coverage

The assessor will be required to see evidence that the criteria below, taken from the standard, has been met. The wider criteria, set out in the standard and not listed here is implicit within this criteria.

- **Core Knowledge.** The emergency planning process. Nautical knowledge. Vessel traffic monitoring.
- **Core Skills.** Chart and map work. Response co-ordination. Mission conduct. Incident command. Search. Environmental factors. Operational systems.
- **Core Behaviours.** Safety. Leading and communicating. Delivering at pace. Making effective decisions.

Instructions to the Apprentice

- The practical assessment will be invigilated under exam conditions and take 3 ½ hours to complete.
- The assessment will present a series of incident scenarios that are typical within the role of a Maritime Operations Officer.
- Search and Rescue Information System (SARIS) equipment will be used.
- The assessment is NOT open book however the apprentice may refer to the SAR Graphs and Tables provided.
- The marks for each question are shown on the question paper and are indicative of the time in minutes that should be spent in answering the question.
- All questions must be answered. Apprentices must achieve a minimum of 50% in each question and an overall mark of 70% to pass this assessment.
- All charts, worksheets, exam papers and answer papers must be clearly marked with the candidate number, question number and show all workings and calculations.
- The apprentice must save each question in the SARIS software when completed and run only one model at a time.
- There will be no routine breaks during the practical assessment.

Location

The Practical Assessment requires use of the Search and Rescue Information System (SARIS) and therefore must take place at either the National Maritime Operations Centre (NMOC) or one of the ten HM Coastguard Operations Centres (CGOCs) nationally. It is the responsibility of the EPAO to schedule access to the NMOC, CGOC and SARIS with the Maritime and Coastguard Agency. The MCA is fully committed to providing timely access to its assessment centres in order that the apprentices may complete both the practical assessment and interview elements within the three-month timeframe and providing consistent access for all.

Duration

The apprentice may take up to 3.5 hours to complete the practical assessment.

Grading

Apprentices must achieve a minimum of 50% in each question and an overall mark of 70% in order to **pass** the practical assessment.

Apprentices who achieve both a minimum of 50% in each question and an overall mark of 85% and above will constitute a **Distinction** in this component.

An apprentice who achieves a Distinction in both components of the EPA will gain an overall Apprenticeship Distinction.

Stage 2 - Vocational Interview

The Vocational Interview will last 60 minutes. The interview is the final part of the EPA and should take place within five working days of the practical assessment. The apprentice does not need to have received the outcome of the practical assessment before attending the vocational interview.

Interview Design

The Vocational Interview will be conducted by a panel comprising the assessor who marked the practical assessment, who will necessarily be a subject matter expert with current specialised knowledge of maritime operations, plus an independent assessor. Both will be appointed by the EPAO.

The interview is designed to test the apprentice's required knowledge as detailed in the standard. The EPAO will maintain a question bank with a minimum of 30 questions. The EPAO will provide their Independent Assessor with 10 questions from this question bank. The apprentice will be asked 10 open questions that will test their understanding across all Coastguard functions as detailed in 'Essential Coverage' below. Follow up questions will be permitted. The EPAO must develop a question bank of sufficient size to prevent predictability and review them regularly (and at least once a year) to ensure they, and the specifications they contain, are fit for purpose.

Vocational Interview Essential Coverage

The assessment panel requires to hear evidence that the criteria below, taken from the standard, has been met by the apprentice. The wider criteria, set out in the standard and not listed here, are implicit within this criteria.

- **Core Knowledge.** MCA. Emergency planning process. Nautical knowledge. Counter Pollution, Salvage, Wreck and Coastal Protection. Vessel Traffic Monitoring.
- **Core Skills.** Response coordination, mission conduct and incident command.
- **Core Behaviours.** Safety. Leading and communicating. Delivering at Pace. Making Effective Decisions. Trust. Respect.

Instructions to the Apprentice

The instructions to the apprentice will be given at least 5 working days prior to the interview. The apprentice will be guided by the EPAO to prepare for a panel interview where they will be asked a series of questions in order to ascertain their knowledge, skills and behaviours relating to the core knowledge, skills and behaviours described above.

Location

The interview can take place in any location with suitable interview facilities including, for example, a quiet and private space where there will be no transferred noise or interruption. EPAOs may offer the interview via video conferencing facilities provided they offer the appropriate guidance and instruction to the apprentice to join the call and troubleshoot and the apprentice is not disadvantaged by the quality of the call. In the event that a video conference fails at any point due to technical problems, and this is to the detriment of the interview quality, then it is the EPAO's responsibility to rearrange the interview.

Duration

The vocational interview will take no more than 60 minutes.

Grading

The scoring scheme for the vocational interview questions must be based on clear and concrete assessment criteria; included in Annex B. Apprentices must correctly answer all 10 questions and demonstrate at the minimum, working knowledge and understanding against each aspect of the Vocational Interview Essential Coverage listed above. An apprentice who answers all questions correctly and demonstrates sufficiency of understanding in ALL aspects of the Vocational Interview Essential Coverage listed above will be awarded a Pass. Apprentices who demonstrate a full understanding in over 70% of ALL aspects of the Vocational Interview Essential Coverage listed above will be awarded a Distinction in this component (see Annex B). An apprentice who achieves a Distinction in both components of the EPA will gain an Apprenticeship Distinction overall.

Roles and Responsibilities

The EPAO is responsible for appointing the independent assessor and subject matter expert to form the panel for the vocational interview. One of the vocational interview assessment panel members will also have marked the practical assessment ensuring that the apprentice has been assessed on all elements of the essential criteria across both components.

<i>Role</i>	<i>Responsibilities and Knowledge</i>
Subject matter expert	Chairs the interview panel. The subject matter expert will be the person who marks the apprentices practical assessment to ensure the apprentice has been comprehensively assessed on all aspects of the Essential Criteria. At a minimum, they will be qualified to a trainer level in maritime search and be fully conversant with SARIS and all aspects of the Essential Criteria detailed in this document. The subject matter expert is responsible for ensuring the vocational interview is conducted appropriately and consistently.
Independent Assessor	As a minimum, the independent assessor will have been trained as an End-Point assessment interviewer by the EPAO and be aware of the function and operations of HM Coastguard. The independent assessor is responsible for ensuring the vocational interview is conducted appropriately and consistently. The independent assessor may invigilate the practical assessment if trained to do so. The subject matter expert and independent assessor will agree the grading of the interview. In the event that agreement cannot be reached the Independent Assessor has the final decision.

End-Point Grading

All apprentices will attend both the practical assessment and the vocational interview. The apprentices overall grading of Distinction, Pass or Fail is determined by their performance across the two assessment components. Apprentices must pass both components in order to achieve the apprenticeship. An apprentice who achieves a Distinction in both components of the EPA will gain an Apprenticeship Distinction overall.

Quality Assurance

The End-Point EPAO (EPAO)

The EPAO is responsible for ensuring that the independent assessor and subject matter expert have the requisite knowledge and experience in the field of maritime search and rescue, training and/or educational assessment. The EPAO will have in place a quality assurance system to ensure that judgements and marking systems are applied consistently and in accordance with the Maritime Operations Officer Apprentice Standard and apprenticeship policy guidance.

The Maritime and Coastguard agency is the sole employer of Maritime Operation Officers in the UK, MCA Internal Assurance is unique in having the necessary assessor skills needed to test competency. The MCA Internal Assurance team will be the EPAO – and the sole provider of End-Point Assessment. They will have had no prior involvement with the apprentice and will not be involved in delivering the on-programme training nor External Quality Assurance. The overall responsibilities of the EPAO are summarised below:

- Ensures there are robust processes in place to deliver assessments to the required standard
- Develops and maintains a set of Assessment Tools that are used by all to carry out assessments
- Provides assessors that meet the requirements set out by the Employer in this plan.
- Trains and checks all individual assessors to be able to assess consistently against the Standard
- Applies robust quality assurance processes to the assessments e.g. use of standard formats, moderation and standardisation of scoring, oversight of assessment.
- The moderation processes should be risk based, with significant moderation of EPAs carried out for the first 12 months of an Independent Assessor's delivery (50% moderation), to ensure consistency and quality in this initial period. With a reduction of required moderation as delivery establishes to a set normal rate (10%). This should also apply to new assessors, 50% of their work should be moderated for the first 6 months of their work, before being moderated at usual (10%) levels following that (as long as no issues have arisen in the first 6 months).
- Develops an appeals process and runs that process for any appeals that arise from grading decisions
- Reports to the Employers on any issues that arise
- Organises annual standardisation events between its assessors to ensure a consistent and comparable approach to the End-Point assessment
- The End-Point EPAO will create and then maintain the Assessment Tools to ensure continuing robustness (independent, consistent, accurate), working with the Employers as appropriate.
- All assessors will be required to have the professional experience outlined in the previous section. They will be trained and approved by the EPAO to ensure that they are capable of using the tools developed for assessment in a fair and consistent manner to make reliable judgments. Independent Assessors must maintain their Continual Professional Development (CPD) by attending a minimum of one CPD day each year, to ensure they maintain the necessary skills to deliver Independent Assessment.

External Quality Assurance

External Quality Assurance will be delivered by the Institute for Apprenticeships.

IMPLEMENTATION

It is anticipated that around 40 Maritime Operations Officer apprenticeships will be offered annually.

Feasibility, Manageability and Affordability – The MCA is very well established in employing and training Maritime Operations Officers. The MCA has existing infrastructure that will be utilised to both train and assess Apprentices, which keeps costs down. The volume of Apprentices is likely to be relatively stable over the years.

Ensuring Independence – This Assessment Plan is designed in such a way that the employer/on-programme training provider does not input into the grading of the Apprenticeship. The Independent Assessor must come via the MCA Internal Assurance team. They are not involved in the on-programme delivery and the very nature of this team means they are expertly positioned to provide independent assurance of Apprentice competency.

This details a sample paper to illustrate practical assessment questions.



Maritime &
Coastguard
Agency

Maritime Search

Time: 3.5 hours

FOR OFFICIAL USE ONLY	
CANDIDATE No.	
MARKS	/ 120
Percentage	%

Instructions

1. This examination is **not** open book, however you may refer to SAR Graphs and Tables provided.
2. **All questions must be answered.** You must achieve a **minimum of 50% in each question** and an **overall mark of 70%** to pass this paper
3. The marks available are shown by each question on the exam paper, and are *indicative* of the time in minutes that should be spent in answering the questions.
4. Write your **Candidate Examination Number** on the top right hand corner of the chart, all answer papers and worksheets. **DO NOT WRITE YOUR NAME.**
5. **Show all workings and calculations.**
6. Write **on one side only** of the answer papers and start each question on a new page.
7. In the SARIS models, label **each** plan in the following manner:

Plan Name = Cand No. then e.g. FV SMART RR SAD DT 021246UTC MAY

Incident No = Question number

User Name = SAR? (? = SARIS Terminal Number)

Do not use any punctuation marks or other symbols in the plan name

8. At the end of the examination, place your answer papers, worksheets, chart and this exam paper in the folder provided. Leave the folder on your desk and leave the examination room quietly if other candidates are still working.

QUESTION 1**(15 MARKS)**

Environment details:

Date:	26 July 2015 All times UTC
Wind Actual:	255° at 34 knots
Visibility:	5 Nautical Miles

- a) At 1435 UTC a Mayday call is received on CH16 from the 30ft motor yacht SHELLEY FIRS reporting that they are taking water and sinking. They gave their position as 50° 26.356 N 002° 26.482 W, by GPS. There are 2 people on board, both wearing lifejackets and they are abandoning into the vessel's life raft.

A rescue helicopter is tasked. They advise that they will be on scene at 1520.

The SMC states that you should use the leeway rate from SAR Graphs & Tables for a life raft with no ballast pockets, canopy or drogue.

Using the information provided, construct a rapid response search area using SARIS.

Ensure that your final plan shows the **resultant track and area details annotation**.

Print off your report and the search plan zoomed to an appropriate scale.

QUESTION 2 – CHART 5056**(25 MARKS)**

Date: 17 September 2015
 Wind Actual: 260° at 28 knots
 Visibility: 10 Nautical Miles

Wind History;

15 1200-1800	247° x 35 kts
15 1800-2400	250° x 32 kts
16 0000-0600	240° x 30 kts
16 0600-1200	247° x 27 kts
16 1200-1800	250° x 27 kts
16 1800-2400	255° x 30 kts
17 0000-0600	260° x 28 kts
17 0600-1200	265° x 25 kts
<i>Forecast</i>	260° x 30 kts

All times are UTC.

- a) At 1715 UTC a Mayday message is received from the yacht LUCKY PUTT in a position 3 cables south of the West Shambles Buoy. They have sprung a plank in the overfalls and are now taking water and sinking. The two man crew have abandoned into the six man life raft which has deep ballast pockets and a canopy but no drogue.

Your SMC instructs you to construct a Datum Point Search based on a datum time of 1900 UTC and to use an initial position error of 1.0nm.

Using the information provided and drift rates from SAR Graphs & Tables, construct a Datum Point Search areas using SARIS for the life raft and for a person in the water wearing a lifejacket.

It is considered that wind driven current is appropriate and divergence should be used for both search targets.

Print off your SAR plan (zoomed to an appropriate scale) and report.

(15 Marks)

- b) Transfer the PIW search area to the chart making sure all relevant information is displayed including the three datum's.

(10 marks)

QUESTION 3**(40 MARKS)**

a) At 1500 on 30 June 2015 you are asked to develop a search area coverage plan for a missing 4-man life raft from the FV BURLEY BOY. You are given the following area co-ordinates:

A: 50° 35.1 N 003° 11.0 W
 B: 50° 20.8 N 002° 59.2 W
 C: 50° 15.1 N 003° 16.1 W

The wind on is SW'ly 17 knots and the visibility is 5 NM

There are initially two SRUs available:

CG Helicopter 106 - on scene availability three hours, search speed 100 knots and search height 1000 feet.

Torbay Lifeboat – Severn, on scene availability 6 hours, search speed 20 knots, height of radar 13 feet.

Using SARIS, construct a SAC plan with both units covering the whole area each in a “multi-layered” search and both starting from corner A. The search patterns should be such that their “mean lines of advance” are at right angles to one another.

Once completed, print off the report and a search plan of suitably large scale to show both patterns.

(15 marks)

b) You are informed that the FV JAYAYCEE, can be on scene at the same time as the lifeboat. She can search at 16 knots for 5 hours and has a radar height of 13 feet.

Add the new unit into the SAC plan, dividing the search area exactly in half, with FV JAYAYCEE searching the southern half of the area, commencing from corner D, and the lifeboat searching the northern half from corner A. Again the MLAs of the two layers should be at right angles to one another.

Once completed, print off the report **with “Leg” details** and a search plan of suitably large scale to show all patterns.

(15 marks)

- c) (i) What are the combined POD's of the two sub areas? (2 marks)
- (ii) If the helicopter was to increase its speed to 120 knots, what effect would this have on its track spacing and POD? (2 marks)
- (iii) Explain fully what details should be passed in the "S" component of TAPSIC. (6 marks)

QUESTION 4 – CHART 5056**(40 MARKS)****KERRY FISHER*****Date: 17 December 2015***

At 2200 UTC you receive a telephone call from West Bay Harbour Master (HM). He is concerned because he had a boat called KERRY FISHER booked in for a berth at 1800 and they had not arrived. When they phoned him this morning at 0820 UTC to say they were just passing the fairway buoy off Poole they sounded very worried about passing St Albans Ledge and the Portland Race. The boat was a recent purchase. They had never sailed before so planned to motor all the way.

The HM had advised them that if they stayed three miles south of St Albans Head light and five miles south of Portland Bill they should stay in clear of the overfalls and the Portland Race. He was going to meet them a mile off West Bay and guide them in.

Passage plan from advice given by the Harbour Master

	FROM	TO
Leg 1	Poole Fairway Buoy 50° 38.8 N 001° 53.5 W	3nm south of St Albans Head light 50° 32.5 N 001° 57.6W
Leg 2	3nm south of St Albans Head light	Five miles south of Portland Bill 50° 25.8 N 002° 27.3 W
Leg 3	Five miles south of Portland Bill	One mile off West Bay Hbr entrance 50° 41.5 N 002° 45.5W

The KERRY FISHER has not responded to any radio or mobile phone calls since 0820 UTC this morning.

Information on the CG66 includes the above picture and shows that the vessel is equipped with VHF radio but does not have DSC or radar. She is 25 feet long and carries a 4 man life raft

Weather during the day has been Northerly force 4, freshening to force 6 by early evening, slight inshore otherwise moderate sea. Heavy showers have reduced visibility at times from moderate to poor.

The 1800 UTC forecast is: -

Wind: Northerly 24 kts
 Weather: Showers
 Visibility: Good but moderate in showers
 Sea State: Moderate

Wind History

17 December	1200	355	16 kts
	0600	360	14 kts
	0000	005	12 kts
16 December	1800	005	12 kts
	1200	355	08 kts
	0600	340	14 kts
	0000	338	20 kts
15 December	1800	332	26 kts
	1200	325	24 kts
	0600	322	30 kts
	0000	318	25 kts

Your SMC asks you to plot the track and consider the search planning implications, based on the available information.

- a) List the facts/factors, deductions and out puts from a search planning perspective. (12 marks)
- b) What targets other than the craft itself would you consider modelling for? (3 marks)
- c) Using a Datum time of 172330 UTC DEC develop the **Final Leg** of a Search plan for the KERRY FISHER using the “Datum Line – incident locations” function in SARIS.

Use Wind Driven Current, a suitable Fix error and a 10% DR error.

Print off your SARIS Report and the search area zoomed to an appropriate scale. (25 marks)

Annex B – Interview Scoring Template

To fully realize the effectiveness of the interview questions design the questions so that they are based on the requirements of the standard for knowledge, skills and behaviours and can be accurately scored.

Scoring Grid

0	1	2	3
Could not answer	<p>Demonstrates minimal understanding</p> <p>The Apprentice will be deemed to have failed the interview if they do not provide evidence to meet all the knowledge, skill and behaviour requirements set out in the Vocational Interview Essential Coverage and the Apprentice Standard or if they fail to meet one of more of the criteria below:</p> <ul style="list-style-type: none"> • Cannot provide examples of the emergency planning process • Fails to demonstrate the communication skills required • Cannot demonstrate how they have supported a live mission • Cannot explain the importance of delivering at pace and making effective decisions in their role. 	<p>Demonstrates sufficient understanding</p> <p>The Apprentice will be deemed to have passed the interview if they meet all of the criteria below:</p> <ul style="list-style-type: none"> • Demonstrate that they meet all the knowledge, skill and behaviour requirements set out in the Vocational Interview Essential Coverage and the Apprentice Standard • Explain how their role fits within HM Coastguard and how it impacts/benefits the public and others across the MCA • Show how they have communicated effectively during a live mission/incident • Show how they have supported colleagues and collaborated to achieve results • Explain and contextualise delivering at pace and making effective decisions within their role 	<p>Demonstrates full understanding</p> <p>The Apprentice will be deemed to have achieved a distinction if they meet the Pass criteria and also the additional criteria below:</p> <ul style="list-style-type: none"> • Illustrate how they have provided insight for solutions to challenges / problems outside of their normal duties and responsibilities, how they have gone 'above and beyond'. • Show how they have remained effective and delivered results under pressure • Show how they have stepped forward to lead when required

Each question in the question bank maintained by the EPAO must have a list of criteria that defines what is required to demonstrate minimal, sufficient and full understanding.

Template Scoring Sheet

Question	Qualification Criteria	Score (0-3)
1 [Question]	Insert qualification criteria here	
2 [Question]	Insert qualification criteria here	
3 [Question]	Insert qualification criteria here	
4 [Question]	Insert qualification criteria here	
5 [Question]	Insert qualification criteria here	
6 [Question]	Insert qualification criteria here	
7 [Question]	Insert qualification criteria here	
8 [Question]	Insert qualification criteria here	
9 [Question]	Insert qualification criteria here	
10 [Question]	Insert qualification criteria here	
TOTAL SCORE		

The apprentice must score a minimum of a 2 against every question in order to pass the vocational interview. Apprentices with a score of 3 against 70% or more of the questions will achieve a Distinction in this component.