



Oxford Cambridge and RSA

Vocational Qualifications (QCF, NVQ, NQF)

CPC (Certificate of Professional Competence)

Level 3 CPC (Certificate of Professional Competence) for Transport Managers (Road Haulage) - **05669**

Unit R2: Certificate of Professional Competence for Transport Managers (Road Haulage) - **05689**

OCR Report to Centres March 2021

Oxford Cambridge and RSA Examinations

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This report on the examination provides information on the performance of candidates which it is hoped will be useful to teachers in their preparation of candidates for future examinations. It is intended to be constructive and informative and to promote better understanding of the specification content, of the operation of the scheme of assessment and of the application of assessment criteria.

Reports should be read in conjunction with the published question papers for the examination.

OCR will not enter into any discussion or correspondence in connection with this report.

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General Comments

Candidate numbers for this examination were at or above pre-pandemic levels, with a total entry for the examination nationally of 1,351, possibly reflecting the fact that this was the last chance for candidates to register for the OCR award.

As is always the case, the pass mark for this paper was set as part of the Awarding process.

The average total mark achieved by the cohort was 30.5

In setting the pass mark, examiners always consider the relative difficulty of the paper, compared to previous sessions, and as described in the Syllabus, Student and Tutor Guide, this process forms part of the system that seeks to ensure that all candidates are treated fairly, regardless of in which session they sit the case study paper.

The pass mark was set at 30 and 55.9% of candidates achieved this level.

The R1 (Multiple Choice) paper was considered at the Awarding meeting and examiners concluded that the pass mark for this paper should be set at 39 and 53.7% of candidates achieved this mark.

Comments below for individual questions are designed to assist students and tutors when revising for future examinations.

Question 1

Alison Indigo describes the collection of 78 pallets of goods, to be completed today. You are required to plan the routes for the three available vehicles and inform the supplier's site managers the exact time that loading must start at each of their sites.

Use the information provided in the case study to prepare a collection schedule using three vehicles and following the instructions that Alison has given.

This question was well answered by the majority of candidates, with more than 45% gaining all available nine marks. The question was made simpler by the fact that the average speed given for the vehicles involved was 60kph. In other words, each kilometre would take one minute, so candidates had to simply count back in one-minute increments from the specified arrival time back at the depot of 19.00hrs

A correct collection schedule, showing the time at each supplier site is given below.

A	18:37
B	18:47
C	18:29
D	18:47
E	18:29
F	18:55
G	18:55
H	18:35 OR 18:50
J	18:50 OR 18:35

Question 2

- 1 Alison Indigo describes the single-manned delivery of 26 pallets of goods to Vantoux, to be completed today. You are required to give a schedule to the driver.
- (a) Use the information provided in the case study to prepare a driver schedule, following the instructions that Alison has given. Your schedule must start when the driver begins work at the Depot and end on arrival at Vantoux, no later than 09.00hrs, local time.

NOTES

You **MUST** show the destination for all driving periods.

You **MUST** show a clear description of each activity, including breaks and rests. You **MUST** show local times.

Tachograph modes are not required.

- (b) OCR must consider the implications of future loads to Vantoux having to arrive 1¼ hours earlier. You want to impress your new boss by providing a solution, without changing the route, and without changing the average speed.

Describe **ONE** way that the driver schedule to Vantoux could be changed, so that future deliveries could arrive by 07.45hrs. You **MUST** outline how your suggested change will achieve the desired result.

Part (a) of this question required candidates to produce a straightforward single-manned schedule for the journey from OCR's depot to Vantoux in France. Again, this question was well answered, with more than 72% of candidates achieving at least half of the available 11 marks. The most common errors were either to not change to local time on arrival in France, which resulted in the loss of only one mark; to drive for 4½ hours after disembarking the shuttle, having forgotten the one hour drive prior to embarking, thereby becoming illegal and losing three marks; or to insert unnecessary breaks at various times during the journey, and potentially losing up to six marks, depending on how many unnecessary breaks were inserted.

Candidates should note that standard marking convention dictates that marking stops at any point where a schedule becomes illegal and that an unnecessary activity, such as an unnecessary break during a driving period results in no mark being given for the immediately preceding line or for the following line.

A correct schedule is given below.

Start	Finish	Activity
19:00	19:30	Vehicle and load checks
19:30	00:00	Drive Le Shuttle OR Cheriton
00:00	00:45	Break (NOT rest)
00:45	02:45	Drive Le Shuttle OR Cheriton
02:45	03:15	Check-in
03:15	03:50 OR 04:50	Crossing OR similar
04:50	07:20	Drive Vantoux
07:20	07:50	Break (NOT rest)
07:50	08:50	Drive Vantoux

Part (b) of the question attracted a further 2 marks and required candidates to state how the above schedule could be operated and achieve an arrival time in Vantoux no later than 07.45hrs. Many candidates suggested that the collections could be done earlier, so that the Vantoux driver could leave earlier, but the case study explicitly states that night shift drivers do not start until 19.00hrs, when the collecting vehicles arrive back at the depot.

The only way to achieve an earlier arrival in Vantoux would be to double-man the vehicle, thereby eliminating the need for drivers' hours breaks. Some candidates identified the way to reduce the time by double-manning, but did not then, as demanded by the question, explain how this would save the time and thereby failed to gain the last mark.

Question 3

Alison Indigo describes the single-manned delivery of 26 pallets of goods to Vantoux, to be completed today. You are required to provide her with a budget for the journey.

Use the information provided in the case study to calculate the total cost of collecting 26 pallets from the supplier and delivering them to Vantoux.

NOTES

You MUST show all your workings.

You MUST name each cost and give a total for each.

You MUST give your answers to the nearest 1p.

Another question generally well answered, with 52% of candidates achieving at least half of the available marks. Some candidates, however, appear to believe that the total cost of a delivery does not have to include any of the costs incurred on the return journey and in this question, many costed only a one-way journey, despite the question asking for the TOTAL cost.

The case study stated that drivers would only have to take a reduced daily rest and that the return journey on the following day would be over the same route as the outward journey, thus leading candidates toward costing the whole journey.

Candidates who calculated the cost for two days and a total round-trip journey generally gained full marks, with there being few errors.

A correct calculation is given below

Driver wages (2 x £135) =	270
Employment costs (270 x 25%) =	67.50
Other Standing costs (2 x £42) =	84
Fuel calculation (£1.1 / 10 x 1,600km)	
OR	
(1,600km / 10 = 160 litres x £1.1) =	176
Tyres (£2,000 / 50,000 = £0.04) x 1,600km =	64
Other running costs (£0.22 x 1,600Km) =	352
Le Shuttle (2 x £175) =	350
Overnight allowance (€45 / 1.2) =	37.50
Collection cost (£120 / 3) =	40
Total cost	1,441

Question 4

Alison Indigo describes eight issues that may require actions to be taken regarding operator licensing.

Using the information provided in the case study, state whether each issue requires either, an application or notification to the Traffic Commissioner. You must also give the latest date by which the relevant application or notification (if any) must be submitted to comply with operator licence rules and undertakings and to meet Alison's requirements.

This question demonstrated once again, the importance of reading the question and answering exactly as is demanded. The question required candidates to state whether each issue required an application, a notification or neither. Many candidates ignored this and listed a series of form numbers. Such answers attracted no marks. The second part of the question required candidates to give the latest DATE by which the relevant action must be taken. Very few candidates gave dates, but rather, just listed a number of time periods. Again, these answers attracted no marks.

A correctly completed table is given below

	Issue		
1	Add a Transport Manager	Application	12 April 2021
2	Change of company name	Notification	21 April 2021
3	Add two 3,500kg GVW vans	Neither	
4	Increase vehicle margin	Application	12 March 2021
5	Dispose of two vehicles	Notification	4 May 2021 OR 6 May 2021
6	Add two vehicles within margin	Notification	5 May 2021 Or 7 May 2021
7	Add new operating centre	Application	29 April 2021
8	Add new maintenance provider	Notification	5 May 2021

Question 5

A Transport Supervisor has interviewed four drivers to take temporary work with OCR. Details of their driving licences are set out in the case study.

For each of these drivers, state the heaviest vehicle or vehicle combination from the following list of those in the OCR fleet which may be driven.

Available vehicles

- **3,500kg GVW van**
- **7,500kg GVW rigid lorry**
- **18,000kg GVW rigid lorry**
- **26,000kg GVW rigid lorry**
- **18,000kg GVW rigid lorry towing a 9,000kg MPW trailer (train weight 27,000kg)**
- **40,000kg GVW articulated combination**
- **44,000kg GVW articulated combination**

45% of candidates gained full marks on this question and 75% gained at least half of the available marks.

There were no common errors. A correct answer is given below

Name	Heaviest vehicle or combination which may be driven
Adrian	18,000kg GVW rigid lorry towing a 9,000kg GVW trailer OR 27,000kg
Beata	44,000kg
Charles	7,500kg
Donna	3,500kg

Question 6

Alison Indigo describes the delivery of 26 pallets of goods to Vantoux, to be completed today. Included in her description is the requirement for the driver to check the vehicle and its load, immediately before leaving the depot.

Outline NINE actions that the driver should take after completing the vehicle check and before leaving the operating centre.

NOTE

Only answers relating to the driver's actions to check the load will be accepted.

Again, in answering this question, many candidates failed to read the question and the attendant notes carefully and gave responses which simply did not meet the demands of the question. The question asked for ACTIONS, therefore only answers which contained a verb were accepted and credited with a mark. The note to the question clearly stated that answers must relate to the checking of the load, yet many candidates listed vehicle walkaround checks.

Candidates should note also, that when a question demands a specific number of responses, only that number will be marked. In this question for example, only the first NINE answers were considered for possible marks.

Some typical correct answers are shown below –

- Check the position of the load.
- Rearrange load if necessary.
- Check that all of the anchorage points are free of damage OR are in good condition.
- Check that the restraints to be used are free of damage OR are in good condition.
- Check that there are sufficient restraints for the proposed load.
- Check that all restraints are suitable for the load.
- Check the condition of the load.
- Check the condition of the pallets
- Check the number of pallets
- Check that load is secure OR Check that there are no loose items

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