

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 2020

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

It has always been important for candidates to read the case study and the questions carefully before answering; that they answer exactly what is being asked; and follow the instructions given in the notes to each question. I have referred to these matters in previous reports. In this session, many candidates failed to gain marks because they did not follow specific instructions. For example, not stating destinations for each driving stage in the schedule question, or not showing all workings in the costing question. I highlight these and other issues in my comments on the individual questions below.

In setting the pass mark, the awarding committee considered the relative difficulty of this paper compared to previous sessions. They decided that the notional pass mark of 30 was appropriate for this session. As described in the Syllabus, Student and Tutor Guide, the Awarding process forms part of the system that seeks to ensure that all candidates are treated fairly, regardless of which session they sit the case study paper.

The pass mark was set at 30 and 44.9% of candidates achieved this level.

The March 2020 R1 (Multiple Choice) paper was considered at the Awarding meeting and examiners concluded that it was more challenging than some previous papers. The pass mark was therefore reduced from 42 to 39, and 41.53% of candidates achieved this level.

Question 1

Part (a) of this question required candidates to calculate the minimum funds required for four operators, for four marks. The other four marks were for calculating the surplus or deficit for each operator and stating that figure in the appropriate column.

A correct answer is shown in the table below.

	£	Surplus	Deficit
A	74,750	5,250	
B	21,800	35,200	
C	159,300		300
D	48,050	1,950	

Common reasons for not earning marks on this part of the question were using the figures for Standard licences for Client B, which holds a Restricted licence; not following the Traffic Commissioners' guidance, quoted in the case study, and including 'first vehicle' amounts for both operating centres for Clients A and B; arithmetic errors in calculating the amounts; and placing otherwise correct amounts in the wrong column.

Part (b) required two operator licensing issues to be outlined and for the appropriate action to be described. The issues were required to be those arising if the clients put their future plans into practice.

Marks were awarded for any two of the following issues and resulting actions:

- Client A does not have authorisation to operate trailers. It must apply for authorisation to operate trailers from its Norwich operating centre.
- Client A will add a vehicle (the new tractor unit) within its margin. It must notify the addition within 28 days.
- Client B is not authorised to carry goods for hire and reward. It must apply for a Standard operator licence.

Examiners accepted alternative outlines and descriptions, provided that these clearly demonstrated understanding of the issue and required action.

Marks were not awarded for issues that did not relate to operator licensing or to the clients' future plans.

Question 2

This driver schedule question was generally well answered. However, some candidates did not take account of the notes in the question which stated the following:

- destinations for all driving periods must be given
- that the names of all driver(s) on board must be given (this was not enforced for checks and loading/unloading activities where the candidate showed names elsewhere)
- that the driver's name was not required

A key to answering this question successfully was to calculate that the total driving time required is more than ten hours. The question specifies one driver, so a daily rest period will be required.

An example of a correct answer is given below:

Start time	Finish time	Activity description
0600	0615	Checks
0615	0739	Drive to Ipswich
0739	0759	Load OR Collect
0759	1105	Drive to Minehead
1105	1150	Break
1150	1408	Drive to Minehead
1408	1423	Unload OR Deliver
1423	1503	Drive to Taunton
1503	1513	Load OR Collect
1513	0600	Rest
0600	0615	Checks

0615	0915	Drive to Reading
0915	0925	Unload OR Deliver

A significant number of candidates calculated the 4½ hours interrupted driving to Minehead but did not schedule a 45-minute break. Marking stopped whenever a schedule became illegal.

Some candidates invented their own route for the journey. Marking stopped whenever a collection or delivery site was missed.

Some candidates scheduled a reduced or regular daily rest at Taunton (a company depot), disregarding the scheduling rule in the case study, that all shifts must begin at 0600hrs.

Arithmetic errors in calculating driving times were common. Examiners adjusted later lines for such mistakes. These mistakes included scheduling driving to 'Maidenhead' and scheduling loading instead of unloading and vice versa.

Question 3

This costing question was quite well answered, with many candidates calculating the total cost of the journey to Minehead and Reading, returning to Norwich. However, a significant number of candidates ignored the clear instructions given in the three notes in the question. These were to

- show all workings.
- name each cost and give a total for each.
- show all costs to the nearest 1p.

Thus, candidates who calculated a total running costs rate and multiplied that amount by the mileage did not earn the separate marks for fuel, tyres or maintenance cost totals.

An example of a correct answer is shown below. Alternative methods of calculation that followed the instructions in the notes also earned marks.

Distance (70+378+40+210+263) 961km
<u>Depreciation</u>
Initial cost £120,000
Residual value £ 40,000
£ 80,000 ÷ 5 years ÷ 200 days x 2 days = £160
Standing costs £7,000 ÷ 200 days x 2 days = £70
Driver £135 x 2 £270
Fuel £1.00 ÷ 10 = £0.10 x 961km = £96.10
OR
Fuel 961km ÷ 10km/l or 96.1 litres x £1 = £96.10
Tyres 14 tyres x £135.10 ÷ 43,986km x 961km £41.32
Maintenance £0.24 x 961km - £230.64
Total cost £868.06

Question 4

Part (a) required candidates to calculate the minimum number of vehicles over 3,500kg GVW, required to complete the work described in the case study. This part was quite well answered.

Client C needs seven vehicles for each of its four household routes and one further vehicle for the industrial routes. The total required is therefore 29 vehicles.

Part (b) asked which drivers hours rules applied. This part was less well answered, with some candidates stating that the refuse lorry drivers working on household door to door collections and the van drivers are exempt from all drivers hours rules. Some candidates stated that 'Working Time' rules applied, which answer does not address the question asked.

- i. Drivers working on trade waste collection from industrial estates are subject to Regulation 561/2006. 'EU Rules' was also accepted, but 'National Rules' was not.
- ii. Drivers working solely on household collection routes, returning directly to base are subject to Domestic Rules.
- iii. Drivers working on household collection routes, also delivering new bags for rubbish bins in three shopping areas and collection of filled bins from its operatives on site are subject to Regulation 561/2006. 'EU Rules' was also accepted, but 'National Rules' was not.
- iv. Supervisors driving the 3,500kg GVW vans are subject to Domestic Rules.

Question 5

This question allowed candidates to use their notes to research and describe 'eight provisions of the Road Transport (Working Time) Regulations 2005 that relate to breaks or to maximum working hours.'

A large number of candidates did not respond appropriately, giving provisions of Regulation EC561/2006 and/or Domestic Rules.

Only answers that gave a reasonable description of working time rules relating to maximum working hours or breaks were credited.

Question 6

The case study described driver Colin as holding Category B entitlement, gained by passing a test before 1 January 1997. He therefore has a preserved entitlement to Category C1. This question required candidates to **describe** nine actions that Colin must take, to allow him to drive an articulated combination and a lorry towing a trailer. Client D's only drawbar trailer is of 12,000kg GVW.

The majority of candidates identified Category C+E (or CE) as the one required, but significant marks were lost by not following the demands of the question. Only answers that **described actions** were given marks.

Similar questions have been asked in previous papers and I repeat the guidance given at those times: all tests and the medical examination must be passed, not just booked or taken; the D4 medical form is completed by the doctor, not the driver; answers must specify which provisional driving category is applied for and which category of driving test is taken.

The case study stated that Colin already holds a current Driver Qualification Card (another clue that he must hold at least Category C1 entitlement), so he will not need to pass any of the Driver CPC tests.

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