

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 June 2018

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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 and mark schemes for the examination.

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An increasing number of candidates provide answers on inserted sheets rather than using the supplied additional sheets at the back of the answer booklet. Although these were marked, I remind centres yet again that the additional sheets must be used, referenced to the appropriate question number. Some centres are providing pre-printed insert sheets and appear to be advising candidates to use these instead of giving answers in the booklet. This practice is not permitted, and such scripts have been submitted to Compliance for review.

Well prepared candidates who answered the questions asked, following the directions given and applying the circumstances given in the case study, earned high marks in this paper.

Question 1

This driver schedule question required candidates to:

- Follow company policy
- All driver breaks must be scheduled to be taken as late as legally possible and for the shortest possible time
- Drivers must be scheduled to complete a 15-minute walk around check of the vehicle at the beginning of every shift)
- Comply with the instructions given in the case study for the Belfast delivery
- The vehicle must be scheduled to leave McKenzie's depot in Derby at the latest possible time and to arrive at Belfast at the earliest possible time
- Loading at ABEC Castle Donnington must start at 09.00hrs and will take one hour, driver assisting
- The Stranraer-Larne ferry crossing sailing at 21.00hrs will be used
- The ferry arrives in Larne (32 kms from the Belfast delivery site) at 23.00hrs
- Delivery and installation in Belfast must start at 07.00hrs and will take four hours, driver to assist
- Calculate running times; insert appropriate breaks, rest periods and periods of availability; staying "legal" throughout.

The most common mistakes were to miss or ignore the above; schedule rest periods instead of breaks, or vice versa; not giving a destination for a driving period; using tachograph symbols; scheduling breaks too early (resulting in the loss of any mark on the following line); not taking advantage of the interrupted rest period available before, during and after the ferry crossing, or not for the required 11 hours; and/or not scheduling the 30 minutes immediately before unloading as POA.

The following schedule would earn full marks. Marking stopped if schedules became illegal, if loading did not start at 09.00hrs or if the ferry was not taken at 21.00hrs. Other errors did not earn marks but subsequent lines were adjusted.

Start Time	Finish Time	Activity	Tachograph Mode
08.15	08.30	Walk around or Vehicle Check	Other Work
08.30	09.00	Drive to Castle Donington	Driving
09.00	10.00	Loading	Other Work
10.00	14.00	Drive to Stranraer	Driving
14.00	14.45	Break	Break
14.45	18.15	Drive to Stranraer	Driving
18.15	20.45	Wait at Stranraer	Daily rest
20.45	21.00	Embark ferry	Driving
21.00	23.00	Ferry Crossing	Daily rest
23.00	23.15	Disembark ferry	Driving
23.15	05.45	Daily Rest	Daily rest
05.45	06.00	Vehicle check	Other work
06.00	06.30	Drive to Belfast	Driving
06.30	07.00	Waiting	POA
07.00	11.00	Unload / install	Other work

Question 2

*“Tom has asked you to review McKenzie’s maintenance planner. He has given you a three-month planner showing only eight-weekly inspections for all vehicles and trailers. Outline **SEVEN** actions that you will need to take to make Tom’s planner compliant with the DVSA Guide to Maintaining Roadworthiness.”*

This question proved challenging to some candidates, many of whom did not provide actions. Candidates who copied features of a vehicle maintenance system from notes were not awarded marks. These points were often correct but did not answer this question.

Acceptable answers included:

- Include** Rolling Road brake tests
- Prepare** the planner for at least six months
- Include** tachograph calibrations
- Increase** trailer inspections to six weekly
- Include** Vehicle Annual Tests / MOT
- Include** Trailer Annual Tests / MOT
- Include** thorough examination of Tail Lifts / LOLER
- Review** the inspection frequency of vehicles
- Include** weight test of tail lifts
- Include** MOT preparation

Include services
Include VED renewal

Question 3

This question about carrying dangerous goods tested candidates' knowledge and their ability to research answers from notes. It was generally very well answered.

In part (a), drivers and staff involved in loading (or handling the dangerous goods) will require training and/or qualification in the handling and transportation of dangerous goods.

In part (b), the company must contract a Dangerous Goods Safety Advisor (DGSA).

Part (c) required candidates to differentiate between the items of equipment that were mentioned in the case study, to provide those that would be additional.

Question 4

Most candidates successfully outlined one advantage and one disadvantage of operating as a limited company rather than as a sole trader.

In part (b), candidates earned marks for outlining provisions of the relevant legislation, but not for simply identifying TUPE.

These provisions include that employees keep their jobs, with terms and conditions unchanged and retaining length of service.

Question 5

Some candidates did not follow the instructions given in the notes to this question:

“You **MUST** name each cost item and show a total for each
You **MUST** show separate totals for Standing Costs, Running Costs and Total Cost
You **MUST** give all your answers to the nearest 1p”

The following answer would earn full marks. Other calculation methods were accepted, but only if each cost was named and a total given for each. Candidates were not penalised for rounding differences and the accepted ranges of answers are given below.

Vehicle Depreciation $\text{£}72,700 - \text{£}30,670 = \text{£}42,030 / 3 =$
 $(\text{£}14,010 / 280) \times 2 = \text{£}100.06$ or $\text{£}100.07$ or $\text{£}100.08$
Drivers' wages $(\text{£}115 \times 2)$ $\text{£}230$
Vehicle insurance/VED $((\text{£}4,900 / 280) \times 2)$ $\text{£}35$
Standing Cost $\text{£}365.06$ or $\text{£}365.07$ or $\text{£}365.08$
Tyres $(\text{£}1,200 / 40,000 \times 1,088\text{km})$ $\text{£}32.64$
Fuel $(1,088 / 6 \times \text{£}1.13$ or $\text{£}1.13 / 6 \times 1,088) = \text{£}204.90$ or $\text{£}204.91$
Maintenance $(1,088 \times \text{£}0.27)$ $\text{£}293.76$
Ferry $(\text{€}300 \times 2 / 1.11)$ $\text{£}540.54$
Running cost $\text{£}1,071.84$ OR $\text{£}1,071.85$
Total cost $\text{£}1,436.90$ or $\text{£}1,436.91$ or $\text{£}1,436.92$ or $\text{£}1,436.93$

Question 6

This question about operator licensing required candidates to apply their knowledge to the circumstances described in the case study.

In part (a), marks were given for the following answers

- GV79 (or application for an operating licence) **because** licences are not transferable or it's a new entity (or operator) or the limited company is not licensed
- INT1 (or Interim authority/direction) application **because** the new company is to start within 9 weeks
- TM1 (or application to add transport manager) **because** the new Standard licence requires a transport manager or the company must add a professionally competent person.

Part (b) required a straightforward calculation:

$$1 \times £7,950 + 14 \times £4,400 (\text{£}61,600) = \text{£}69,550$$

Some candidates used the Euro amounts, even though the question asked for amounts “in £s”; some used £ amounts based on 2017 and even 2016 figures; and some included trailers in their calculation.

There were many acceptable answers to part (c), but only those that included an action earned marks. The company could sell shares; it could arrange an overdraft; it could arrange a loan; or Tom could add more capital. The company could submit financial evidence (such as bank statements) to fulfill the financial requirement, but the new company would not be able to submit accounts to do so.

Part (d) asked candidates to identify breaches of the terms of the current operator licence and to outline actions it could take to prevent them continuing. Accepted answers included:

- Exceeding the number of authorised trailers kept at the operating centre. Prevent this by applying for authorisation for more trailers
- Operating internationally (to Dublin) for hire and reward with a Standard National operator licence. Prevent this by applying for a Standard International operator licence. Some candidate stated that the delivery to Belfast would constitute a breach and did not earn a mark for this incorrect statement.

Overall Performance

In setting the pass mark, examiners considered the relative difficulty of this paper, compared to previous sessions, finding that the notional pass mark of 30 was not 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 29 and approximately 48% of candidates achieved this level.

The pass mark for the June 2018 R1 (Multiple Choice) paper was set at 42% and 49.79%% of candidates achieved this level.

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