



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 September 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.

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General Comments

Circumstances this year have meant that many candidates for this examination have been unable to access training and this fact was reflected in the lower number of candidates registered for the examination.

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

The average total marks achieved by the cohort was 29.9

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 31 and 49% 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 38. 28.5% of candidates achieved this mark

In my recent reports to centres, I have referred to the significant number of candidates who have used loose sheets to provide answers rather than the additional pages provided. Some of these were provided by centres, who were reminded that this practice is discouraged. The risk of such sheets being separated from candidates' answers is very high. A minority of centres continue to provide pre-printed sheets and they are asked to stop doing so. In particular, the use of templates to be used for submitting answers to driver schedule questions is prohibited.

Question 1

Part (a) of this question required candidates to examine a driver schedule and identify six breaches of either Drivers' Hours' Regulations, Working Time Regulations and/or company policies. Some breaches were obvious and most candidates were able to identify them, others however required much more detailed examination of the schedule and were less easily found. The question stated clearly that candidates must state the time at which a breach first occurred and no mark was awarded if this was not done. Many candidates failed to gain marks as a result of this through not stating the correct time for the breach being described.

Some candidates did not take account of the notes in the question which stated the following:

- You **MUST** complete both columns for each breach
- If you identify multiple instances of the same offence, or multiple new breaches at a particular time, you must list them individually, but a continued breach will not count as a new breach.

Where candidates repeated details of the same breach but at a different time, no mark was awarded.

Parts (b) and (c) of the question referred to provisions within Regulation EC561/2006 that relate specifically to split daily rest and to interrupted, or ferry rest respectively. Many answers referred to the general provisions of Regular Daily Rest and not those specific to split or interrupted rest. Marks were awarded only where candidates identified those provisions within the correct part of the question.

Question 2

This question examined candidates' knowledge of operator licensing application processes and in particular, the requirement to apply for, or notify a change. The case study outlined a number of changes which the companies described in the scenario needed to make, thereby leaving candidates to determine what specific applications or notifications would be required to be made.

Common errors included

- Describing applications which the case study stated had already been made
- Describing actions which do not require an application or a notification
- Describing actions which are neither an application or a notification
- Describing actions which are supplemental to a previously described application.

None of the above descriptions were awarded a mark.

The note to the question specifically stated that form numbers were not required in the answers, yet many candidates answered the question by giving form numbers. Again, such answers were not awarded a mark

Answers to part (b) of the question demonstrated once again the importance of reading the question and answering exactly what was being asked. The question referred to the online process for making applications and asked candidates to identify two items of evidence which could be uploaded in support of an application and then give the relevant criteria which that evidence must satisfy.

Answers from many candidates did not specify any item of evidence, but rather, they simply repeated the outline of the application and identified form numbers.

Question 3

This question required candidates to construct an organisation chart for the new company, which was formed as a result of restructuring the original two companies and combining their operations. The question was generally well answered with 66% of candidates gaining at least 6 of the available 8 marks. 35% of candidates gained all 8 marks.

Question 4

This question required candidates to complete a number of separate calculations in order to prepare a cost schedule for the two-day round trip to Paris that was described in the case study. The question was laid out in such a way that candidates were able to complete a series of boxes, with the individual cost items detailed within those boxes. In this way, candidates were directed toward correct answers, as it removed the possibility of forgetting any one or more costs.. As is always the case in these examinations, all necessary information was given in the case study, enabling candidates to correctly calculate every answer without making any assumptions or estimates.

65% of candidates were awarded 6 or more of the 12 available marks
A correct set of answers is given below.

Details	Amount
Annualised depreciation for tractor	£9,700.00
Annualised depreciation for trailer	£2,800.00
Depreciation for tractor, per run	£84.35 OR £84.34
Depreciation for trailer, per run	£24.35 OR £24.34
Drivers wage	£360.00
General Standing Costs	£60.00
Tractor tyres	£76.16
Trailer tyres	£68
Fuel cost	£299.20
Maintenance for tractor	£231.20
Maintenance for trailer	£95. 20
Ferry cost	£540.54

Question 5

This question tested candidates' knowledge of the procedures and actions required when undertaking a journey to a non EU country, in this particular scenario, a journey carrying goods into Turkey.

Answers to this question demonstrated once again, the importance of reading the question carefully and answering exactly what is asked.

Part (a) of the question asked for five actions which a driver would need to complete, with regard to the vehicle or load, on a journey to Turkey, which would not need to be completed on a journey entirely within the UK.

Answers which did not include an action by the driver did not attract a mark, many candidates giving actions which would have to be completed by the operator, such as obtaining permits.

Answers involving checking the load security did not attract a mark either, as that has to be done on UK journeys also.

Many candidates incorrectly gave answers relating to passports, visas and other driver related documents, whereas the question specifically asked for actions relating to the vehicle or its load.

The question asked candidates to **OUTLINE** five actions, and answers which comprised purely a list of items to check, did not attract any marks.

Only 31% of candidates gained five or more of the available ten marks.

Question 6

This question, once again required candidates to read the question carefully and answer accordingly. The question asked for examples of primary and secondary data which were described in the case study. Marks were awarded only where examples of data that were found in the case study were given and not for examples of data obtained from general industry sources. Furthermore, in order to be awarded a mark, the answer given had to be an item of data, and not simply the source of that data.

For example, the case study described a networking breakfast meeting, where attendees could obtain contact details of potential clients. In this case, the data is the contact details and not the meeting. Many candidates referred to the meeting in their answers but did not mention the contact details.

Question 7

Question seven gave candidates a table, listing four mistakes that drivers had been making with regard to the completion of their daily walkaround check. It asked candidates to explain why each mistake was a problem and describe the action that the driver should take.

Many candidates, in the 'Problem' column, simply restated the mistake that was given and did not, as was asked, explain why that mistake was a problem. The third column of the table asked candidates to describe an action that the driver should take with regard to the mistake, but the majority described actions that the company should take. Where this was the case, a mark was not awarded'

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