



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 December 2019

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.

Level 3 CPC (Certificate of Professional Competence) for Transport Managers (Road Haulage) – 05689

General Comments

The calculation of driving times to Stockport and Peterborough (in question 1) and the total distance travelled (in question 2) were more difficult than intended. The wording of Question 3 and the presentation of the table in that question's answer section implied that only five responses were required, making four of the nine marks inaccessible to candidates. The number of vehicles transferred from Stockport to Peterborough was different between the case study and the question paper. The ways that the cohort dealt with these challenges is discussed in the questions section, below.

The pass mark for this paper was set as part of the Awarding process. It took full account of the production issues and their effect on candidate performance.

In my recent reports to centres, I referred to the significant number of candidates who 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. I am pleased to report a continued reduction in this practice. However, 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

The distances between Oxford and Stockport and from Stockport to Peterborough was shown in the details for delivery route 6. The distance to Peterborough could be calculated by deducting the departure time from Stockport (0200hrs if correct) from the stated 0600hrs, when the work at Peterborough must begin, and dividing by the average speed of 60kph. Many candidates followed this exactly and achieved very high marks. Reasonable assumptions about the driving time to Peterborough were also accepted by examiners.

The majority of candidates overcame the apparent absence of distances and produced schedules that earned high marks.

In marking this question, the usual practice of awarding no marks for a line following an unnecessary activity was suspended. However, marking stopped for any schedule that became illegal and for schedules that missed any loading or unloading point entirely.

The key to this question was to calculate that a double-manned crew could not complete the route, which exceeded 21 hours. Using the given starting time, the requirement for the Peterborough work to begin at 0600hrs and the distances and speed for the return to Oxford, those candidates who planned their answers were able to schedule one driver to complete the first leg, allowing a two-person crew to complete the route.

Some candidates scheduled one driver to take the vehicle from Oxford to Stockport for 4½ hours, then scheduled the same driver to complete vehicle checks, with or without adding a second driver. This would be illegal and marking stopped.

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.

Where candidates gave incorrect driver names, no marks were given for that line, but marking continued.

An example of a correct answer is given below.

Start	Finish	Activity	Drivers
2000	2015	Vehicle checks	ONE of Ian, Una, Raj, Dave, Don or Ray
2015	0045	Drive Stockport	The same named Oxford driver
0045	0100	Vehicle checks	TWO of the Stockport drivers (Emma, Kate, Jan, Ken, Will, Pawel, Ron, Bill, Charles, Alex, Tony, Paul)
0100	0200	Unload/Load (either or both)	The same two named Stockport drivers
0200	0600	Drive Peterborough	The same two named Stockport drivers
0600	0700	Unload/Load (either or both)	The same two named Stockport drivers
0700	0900	Drive Borehamwood	The same two named Stockport drivers
0900	1000	Unload/Load (either or both)	The same two named Stockport drivers
1000	1300	Drive Margate	The same two named Stockport drivers
1300	1330	Unload	The same two named Stockport drivers
1330	1800	Drive Oxford	The same two named Stockport drivers

Question 2

Five marks were available for the standing costs calculation in this costing question:

1. Depreciation of the tractor unit ($84,994 \times 20\% / 260$) = £65.38
2. Depreciation of the trailer ($£20,800 \times 10\% / 260$) = £8.00 (two marks were given for combined calculations totaling £73.38)
3. Showing **three** drivers in the wages calculation
4. Drivers wages at £375
5. Standing costs ($£17,511 / 260$) = £67.35

Marks for running costs, marks were available for calculating

1. the rate per km for fuel (13p or £0.13) or calculating that 120 litres would be used.
2. Fuel costs of £140.40
3. The rate per km for tyres (4p or £0.04)
4. Tyre costs of £43.20
5. Maintenance costs of £270

A further mark was given for total costs of £969.33

Because of the increased difficulty of calculating distance travelled, answers that used 1,035km (assuming a 45-minute break at Stockport) were fully credited, as were other answers that reflected a credible journey scheduled by the candidate in Question 1.

Generally, candidates proved able to earn the full five marks for standing costs and two marks for the rates per km for fuel and tyres. Only a minority showed correct running costs, although some candidates did achieve full marks on this question.

Question 3

Part (a) of this question asked for only the first application or notification to be made for the five vehicle changes. Thus, there were only five of the nine marks available. The total marks available for the paper were therefore reduced by four marks and this was taken into account in setting the pass mark.

- For the transfer of one vehicle from Oxford to Borehamwood, the company must apply to add Borehamwood as an operating centre. A mark was also given for notifying the removal of one vehicle from Oxford.
- For the transfer of one vehicle from Oxford to Margate, the company must notify the addition of one vehicle at Margate. A mark was also given for notifying the removal of one vehicle from Oxford.
- Adding 3,500kg GVW vans at Stockport requires no action.
- Transferring one vehicle from Stockport to Peterborough required the same notifications as transferring two vehicles and candidates did not seem to be affected by the discrepancy between the case study and the question paper. A mark was given for notifying the removal from Stockport or for notifying the addition at Peterborough.
- The addition of an articulated combination at Oxford required an application to increase the number of authorised trailers there. Noting the other changes proposed, there would be sufficient margin at Oxford for the tractor unit. A mark was also given for notifying the addition of one vehicle from Oxford.

The most common reason for candidates achieving fewer than five marks in part (a) was a failure to **describe** the required application or notification. Marks were not given for simply stating form numbers.

In part (b), the company would need to apply for an interim direction if it wanted to complete all the changes before the end of December 2019, less than nine weeks ahead.

Question 4

Generally, candidates scored well on this straightforward question.

In part (a), most candidates identified -18 degrees as the maximum temperature to be maintained **if no exceptions applied** and one year as the minimum time that records must be kept.

In part (b), most candidates identified the ATP Agreement and outlined two credible reasons why it would apply. UNECE is not the name of the agreement; CMR does not apply to own account operations; and TIR would not apply to the proposed journey to Paris.

Part (c) required candidates to give *two documents that relate to the transportation of frozen ready meals that must be carried in the vehicle on the proposed journeys to Paris, that would not have to be carried in a vehicle carrying similar loads within the UK*. Marks were given for identifying an Own Account document and an examination certificate (GV229, certificate of compliance, fridge certificate or ATP certificate were also accepted).

Question 5

Candidates generally outlined many credible actions that the company could take to improve the company's cash flow position in 2019. Common answers were:

- Increase overdraft facility
- Start factoring debts
- Take a short-term loan OR borrow money
- Offer early payment discount
- Negotiate shorter customer credit terms
- Negotiate longer fuel card supplier credit terms
- Negotiate longer driver agency credit terms
- Negotiate better maintenance provider credit terms
- Pay insurance premiums monthly OR quarterly
- Pay vehicle tax for six months OR pay monthly
- Contract hire OR lease new vehicles
- Negotiate rent and business rates payment terms

Answers that required the company to change its sales or costs assumptions in its budget were not credited, including those that deferred or cancelled vehicle acquisitions. Answers that would have resulted in the company taking on any long-term liability were similarly not given marks.

Question 6

The majority of candidates gave credible facilities or resources that would help the company's drivers complete vehicle checks effectively.

The most common reason for not achieving full marks was the inclusion of personal protective equipment items, already provided.

OVERALL PERFORMANCE

The average total marks achieved by the cohort was 24.5.

In setting the pass mark, examiners considered the relative difficulty of this paper, compared to previous sessions. They decided that the notional pass mark of 30 was too high for this session. Key factors in setting the pass mark were the difficulties in answering questions 1 and 2, as described above; the reduced number of marks available in question 3; and the relatively straightforward question 4, 5 and 6. 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 26 and 46.76% of candidates achieved this level.

The December 2019 2018 R1 (Multiple Choice) paper was considered at the Awarding meeting and examiners concluded that it was more challenging than previous papers. The pass mark was therefore reduced from 42 to 38, and 36% of candidates achieved this level.

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