

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

September 2022

Examination Date – 9th September 2022

Chief Examiner Report.

General Comments

The report below is intended to give tutors and candidates advice and guidance when preparing for future examinations. It sets out to explain where candidates in this examination were or were not awarded marks for their answers.

This report should be read in conjunction with the further guidance given within the Skills and Education Group Awards website.

579 candidates sat the examination

The pass mark for this paper was set as part of the Awarding process. The pass mark was set 32 and 69.8% of candidates achieved this level.

The R1 (Multiple Choice) paper was also considered at the awarding meeting and examiners concluded that the pass mark for this paper should be set at 38. 29.8% of candidates achieved this mark.

We would continue to remind centres that candidates should not use loose sheets to answer questions unless all of the blank additional sheets in the answer booklet have been used. Where it is necessary to use loose sheets, they must be plain lined pages (not templates for any particular type of question) and they must be clearly marked with the centre name and number and the candidate's name and number.

As with previous sessions, in this examination an examiner received loose sheets with no indication of the candidate's name or number and was therefore unable to credit a candidate with the relevant marks.

It is important for candidates to note that examiners will always mark the first answer given in the answer booklet, unless it has been clearly crossed out and annotated to show that the candidate has rewritten the answer on a different page. There were some instances again in this examination where candidates had rewritten an answer, but had not crossed one out.

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

Question 1

The six newly-formed companies will operate vehicles as described in the case study.

Some or all of these vehicles will have to be authorised by operator licence(s) if they are to operate the proposed journeys.

- (a) Use the information provided in the case study to complete the table below. You must identify the type of operator licence required to authorise the vehicles to be operated by each company, if any.

Note: If any of the companies' vehicles will NOT require to be covered by an operator licence, you must write 'None' in the appropriate box.

- (b) Sara will be responsible for applying for operator licences for the companies that require them. Use the information provided in the case study to calculate the minimum number of each type of operator licence that the companies must apply for.

This question was generally well answered, with 73% of candidates gaining at least 5 of the available 10 marks. In part (a) candidates generally gained all six marks by correctly identifying the type of licence for each of the companies. However, few candidates correctly answered the question as it was asked in part (b) and did not give the number of licences of each type. Many candidates simply copied the answers from part (a) of the question or gave the number of licences in each traffic area.

Question 2

Sara wishes to use a journey to Farringdon and Fareham to prepare a template for future driver schedules.

- (a) Use the information provided in the case study to complete the table below. Your schedule must begin when the driver starts work at Janick Continental (Oxford) Ltd.'s operating centre and end when the driver finishes work.

Notes:

You **MUST** show a start time, finish time, and a clear description of each activity for each time period.

You **MUST** show a destination for each driving period.

You are **NOT** required to give tachograph modes.

- (b) Sara uses a scheduling policy that requires to take breaks as late as possible, for the shortest possible time. She thinks that this makes the preparation of driver schedules easier, but she recognises that there are potential problems if the policy is strictly enforced during journeys.

Outline TWO issues that might arise for drivers, if they follow this policy during journeys

Part a of this question required candidates to prepare a straightforward driver schedule requiring breaks at the appropriate times for both working time and drivers hours regulation requirements. One common error was to miss the break required at 1427hrs when the driver had completed six hours of work, having started at 0827hrs.

The more common error however was to fail to put a further break into the schedule before the driver completed his paperwork after returning to the operating centre. Candidates should remember that breaks totaling 30 minutes are required after a driver has completed six hours work before reaching 9 hours and breaks must be taken during the working day not at the end of the day.

There were two potential correct ways of completing the schedule dependent upon whether the candidate allowed the operatives to continue unloading in Fareham while the driver took the required 15 minute break. Candidates were credited with the marks whichever way the schedule was completed. One correct way of completing the schedule is shown below, with the alternative way shown beneath.

Start time	Finish time	Activity
0827	0842	Checks
0842	0900	Drive Farringdon
0900	1030	Load
1030	1230	Drive Fareham
1230	1427	Unload
1427	1442	Break
1442	1545	Unload
1545	1733	Drive operating centre OR Oxford
1733	1803	Break
1803	1818	Paperwork
		OR
1230	1530	Unload (Operatives continue during driver's 15 minute break)
1530	1718	Drive to operating centre or Oxford
1718	1733	Break
1733	1748	Paperwork

Part (b) of the question attracted many and varied answers but with most candidates correctly identifying the fact that the policy would result in tired drivers not being able to take breaks when needed or drivers aiming to continue to the limit but going past it and incurring infringements by doing so. A further correct answer outlined by a number of candidates was that it can often be more efficient to take breaks early or not to split breaks.

Question 3

Sara is using a journey to Farringdon and Fareham as an example to help her prepare procedures, including those to be used to calculate customer charges.

Use the information provided in the case study about the journey for Janick Continental (Oxford) Ltd to calculate the total cost to that company of collecting and delivering the items and returning the vehicle to the operating centre.

Note:

You MUST name each cost and show all your workings, to the nearest 1p.

30% of candidates gained full marks in this question and 62% gained at least six of the available 11 marks. This was a typical costing question and was answered very well. There were no common errors

A correct answer is given below.

Depreciation: Purchase price	£90,000
- Residual value	£42,000
= £48,000 ÷ 3yrs ÷ 250 days	£64.00
Standing costs (£20,000 ÷ 250 days)	£80
Driver wages	£140
Removal operatives wages (2 x 100)	£200
Tyres (£3,600 ÷ 40,000km = £0.09/km x 252km)	£22.68
Fuel (£1.20 / 10kpl = £0.12/km x 252km) OR (252km ÷ 10kpl x £1.20 per litre)	£30.24
Maintenance £0.2/km x 252km)	£50.40
Total costs	£587.32

Question 4

Sara will write policies and procedures for the six limited companies. These include those covering working time for drivers and other staff of the four removals companies.

- (a) Outline **THREE** provisions of the **Working Time Regulations 1998** that relate to working hours or breaks, as they apply to the removal operatives.
- (b) Outline **FOUR** provisions of the **Road Transport (Working Time) Regulations 2005** that relate to working hours or breaks, as they apply to the removal lorry drivers

Parts (a) and (b) of this question referred to two different sets of regulations, the 1998 and the 2005 working time regulations. In essence, the differentiation between the two sets of regulations relates to the difference between mobile and non-mobile workers. The regulatory authorities however, define mobile workers in different ways. While the removal operatives who are travelling on the vehicles are legally mobile workers, their working hours cannot be proven, because they do not use the tachograph. For this reason they are often treated as non-mobile workers and are subject to the 1998 regulations. In order to be totally fair to candidates, examiners credited candidates with marks in part a for outlining both 1998 and 2005 regulations.

Despite the above many candidates failed to gain marks because they outlined regulations relating to regulation EC 561/2006, the drivers hours

regulations. Such answers were not credited with marks.

Question 5

Details of the six companies' vehicles are set out in the case study.

- (a) **As described, the removal lorries are to be loaded by the removal operatives, assisted by the driver when drivers' hours rules allow it.**

Identify the person who is responsible for ensuring that removal lorry loads do not exceed permitted weights and are appropriately secured:

- (b) **Use the information provided in the case study to calculate the maximum payload of each type of fully-fuelled vehicle.**

Part (a) of this question was answered correctly by almost every candidate. The driver is responsible for ensuring that loads are within weight limits and properly secured.

Part (b) was also generally well answered with candidates understanding that the payload is calculated by deducting the combined weight of crew and the kerbside weight from the gross vehicle weight. The question did not ask for all workings to be shown so full marks were given for those candidates who stated the correct payload figures.

A table with workings and the correct payload figures is given below:

	3,500kg Van	7,500kg Lorry	18,000kg Lorry
Kerbside weight	1,990kg	4,820kg	8,500kg
Crew weight	80	80	240
Total	2,070	4,900	8,740
Gross weight	3,500	7,500	18,000
Payload	1,430kg	2,600kg	9,260kg

Question 6

Details of the six companies' proposed activities are set out in the case study. Sara will have to buy insurance policies for the six companies, appropriate to these activities.

- (a) Identify **TWO** insurance policies that all six companies will have to buy.
- (b) Identify **ONE** insurance policy that would be appropriate for Janick Express Ltd to buy, that is not required by any of the other five companies.
- (c) Identify **SEVEN** insurance policies that would be appropriate for the four companies involved in household removals to buy, which are **NOT** legally required

80% of candidates were credited with at least five of the available 10 marks in this question. All of the answers to the question could be found in training notes, but the problem was purely to identify which insurances were mandatory and which were discretionary.

Part (a) asked what policies all six companies would have to buy, in other words what mandatory insurances were required. In this part of the question, candidates who simply wrote third party did not get a mark. The answer required is third party motor insurance.

In part (b), the appropriate insurance for Janick Express is CMR insurance, as they will be operating for hire and reward carrying non-household goods to France

In part (c), the requirement was to identify just 7 insurances that are not legally required. Some correct answers are given below.

Goods in Transit
Comprehensive OR **Fire & theft** **MOTOR**
Public liability
Travel OR **Health insurance** OR **crew/medical insurance**
Fidelity Guarantee
Buildings OR **Contents** OR **Premises** OR **storm/flood**
Operational risks
Consequential loss
Business interruption

Chief Examiner
14th October 2022