

Level 3 CPC (Certificate of Professional Competence) for Transport Managers (Road Haulage) June 2022

Examination Date – 10th June 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.

660 candidates sat the examination

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

The pass mark was set 30 and 51.2% 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.

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.

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 in this examination where candidates had rewritten an answer, but had not crossed one out.

It is important that candidates read questions carefully, including all notes attached to each question, and focus answers on exactly what is being demanded. Some candidates lost a number of marks through not doing this.

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

Question 1

WMC is to acquire three articulated car transporters. The company must decide whether to buy the vehicles or contract hire them from Rex.

(a) Use the information provided in the case study to calculate the total annual cost to WMC of operating one car transporter combination, assuming that it is bought.

Notes:

You MUST show all your workings.

You MUST name each cost item and provide a total for each, to the nearest 1p.

(b) Use the information provided in the case study for one articulated car transporter to calculate whether it would be cheaper for WMC to buy the combinations or to contract hire them from Rex.

Notes:

You MUST show all your workings.

You MUST state which option would be cheaper.

This question was generally well answered, with 57% of candidates gaining at least 6 of the available 12 marks. The main reason for candidates not getting all of the available marks in part (a) was that they did not follow the instructions given in the notes to the question, i.e. not giving totals for each of the costs. Many candidates still total the running costs per kilometre and use this total to calculate the total running cost. This method does not comply with the demand to give a total for each cost item.

Additionally some candidates did not calculate the total ANNUAL cost for ONE combination, as was asked for in the question, but either calculated a daily cost and/or a cost for the 3 combinations.

There were various ways of showing the workings in part (b) and candidates were credited with marks whichever way was correctly used.

One option for correctly calculating the answers is given below.

(a)	
Purchase price – residual / 5 years	£32,000
VED & HGV Levy	£1,460 *1
Insurance	£7,000
Other standing costs	£10,000 *2
Driver (£156 x 250 days)	£39,000 *3
Tyres (£4,800 / 60,000 = £0.08) x 100,000	£8,000
Fuel (£1.20 / 10kpl x 100,00km) OR 10,000 x £1.20	£12,000 *4
Maintenance (£0.15 x 100,000km)	£15,000
Total	£124,460
(b)	
Lease	£70,000
VED	£ 1,460
Other standing costs	£10,000
Wages	£39,000
Fuel	£12,000
Total	£132,460

Question 2

WMC will have to apply for an operator licence before it can put its future transport plans into action.

- (a) Give the type of operator licence for which WMC must apply, as a minimum requirement.**
- (b) Give the minimum number of vehicles for which WMC should apply to be authorised under its new operator licence.**
- (c) Identify FIVE documents that WMC should be prepared to submit to the Central Licensing Office in support of its application for an operator licence.**

A significant number of candidates believed that WMC would require a standard operator licence, despite the fact that they would only be carrying their own goods. Most candidates correctly stated that they should apply for a licence authorising 5 vehicles, but a number of candidates failed to gain marks in part (c) through not identifying documents, as was required in the question.

Question 3

WMC wishes to use a delivery journey to Cirlington Motors and Ricksan Dealer Group to prepare a template for future driver schedules. Use the information provided in the case study to complete the table below. Your schedule must begin when the driver starts work at WMC's operating centre and end when the vehicle arrives back at the operating centre.

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

This question required candidates to prepare a standard format schedule which required both working time breaks and drivers' hours breaks. Most candidates correctly calculated all of the driving times, using the distance and average speed figures given in the case study, but many disregarded the company policy that all breaks should be taken as late as possible and for the shortest possible time. The driver commenced duty at 0600hrs and therefore required a working time break at 1200hrs. As is always the case with driver schedules, marking stops at any point where a schedule becomes illegal and a number of candidates gained only the 5 marks for lines up to this point because they did not schedule the 1200hrs break. Many inserted a 45 minute break at 1200hrs, this was not necessary, as the driver had not yet done 4½hrs driving. The driver was able to continue driving for a further 40 minutes before a further 30 minute break was required. A correctly completed schedule is given on the following page:

Start time	Finish time	Activity
0600	0615	Checks
0615	0745	Load
0745	0754	Drive to garage OR similar
0754	0814	Fuel
0814	1200	Drive to Cirlingham Motors OR 1st delivery
1200	1215	Break
1215	1250	Drive to Cirlingham Motors OR 1st delivery
1250	1320	Break
1320	1350	Drive to Cirlingham Motors OR 1st delivery
1350	1405	Unload OR deliver
1405	1453	Drive to Ricksan Dealer Group OR 2nd delivery
1453	1538	Unload OR deliver
1538	1850	Drive factory OR base/operating centre
1850	1935	Break
1935	2005	Drive factory OR base/operating centre

Question 4

WMC will have to assess whether the three car transporters it intends to acquire will be enough to complete the number of deliveries needed each year.

(a) Use the assumptions provided in the case study to calculate the total number of new cars that the three transporters will deliver in a year.

Notes:

You MUST show all your workings.

(b) Identify TWO sources of internal secondary data that WMC could access, that would enable it to estimate the number of new cars to be delivered in its next

Part (a) of this question involved a simple calculation using information given within the case study.

The case study tells us that 3 vehicles, each able to carry 10 cars will make 1.2 deliveries every day for 250 days each year, so the calculation was –

$$3 \times 10 \times 1.2 \times 250 = 9,000$$

Part (b) of the question required candidates to understand the marketing terms 'internal' and 'secondary'.

Correct answers could have been for example, 'sales reports', 'production plans/forecasts', 'orders received'.

Question 5

WMC's directors have some concerns about potential damage to the company's reputation in the event that any serious offences are committed, connected to its proposed new transport operation. In particular, they are aware that Regulation (EC) 1071/2009 defines the most serious infringements that must be considered by Traffic Commissioners for the purposes of assessing good repute. Outline EIGHT such serious infringements that could result in WMC and/or its directors losing their good repute.

Most candidates understood that this question was referring to the 7 MSI's (Seven Deadly Sins), as outlined in the question. These are detailed in most, if not all training manuals and therefore candidates were able to take answers directly from their notes. Some candidates however, appeared not to have read the question correctly and listed many and varied infringements, none of which are defined in Regulation (EC) 1071/2009.

Question 6

WMC will have to prepare a maintenance planner for the vehicles that it intends to acquire. The company's directors intend to follow the guidance provided in the DVSA Guide to Maintaining Roadworthiness (the Guide) in all matters related to vehicle maintenance.

- (a) State the minimum period that WMC's maintenance plan must cover for vehicle safety inspections in advance, to comply with the Guide.**

- (b) State which of the vehicle types that WMC intends to acquire should be included in its maintenance planner, to comply with the Guide.**

- (c) Identify FIVE activities that WMC should include in its maintenance planner, to comply with the Guide.**

This examination is “open book”, meaning that candidates are able to take permitted written materials into the examination room with them. One document which is listed in our qualification guide as being recommended reading is the DVSA Guide to Maintaining Roadworthiness. Many tutors suggest to candidates that this document should be taken into the examination, as it is often referred to in one or more questions.

In this examination, this question would have been assisted by those candidates who had the guide with them and performance on this question would suggest that the majority did have it.

Question 7

WMC’s policies will require drivers to complete vehicle and trailer walkround checks, at the start of every day.

Outline SEVEN actions that WMC should require its transporter combination drivers to take specifically for semi-trailers only, when they are completing these checks. An example is provided.

Check all trailer lights and reflectors for damage and correct operation.

It is important that candidates read questions carefully, including all notes attached to each question, and focus answers on exactly what is being demanded. Some candidates lost a number of marks through not doing this.

The question asked for actions by drivers of the transporter combinations when checking the semi-trailers only.

Common errors were to not give an action, (e.g. Check, Ensure, Report.), to include checks on the tractor unit and/or to include items which would not be found on a car transporter.

**Chief Examiner
July 27th 2022**