

Vocational Qualifications (QCF, NVQ, NQF)

CPC (Certificate of Professional Competence)

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

OCR Report to Centres December 2014

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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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General Comments

Many candidates were able to score high marks in this paper, with a significant number of competent, well-prepared candidates achieving more than 40 marks and more than half of the cohort achieving more than 30 marks.

It is always important for candidates to allocate enough time to read the case study carefully and to assimilate the key facts contained in the text. In this exam session, some of the questions that should have come to candidates' minds during this read through (to be resolved by using their knowledge, or by taking advantage of the open book arrangement) are set out below.

- Why does OCR not hold an operator licence currently? Are they operating illegally, or are there some exemptions applicable?
- Exactly what vehicles does OCR operate/intend to operate? What are the implications of each vehicle type?
- Where are the proposed journeys to? Does the vehicle leave the EU?
- What does the skeletal trailer, bearing an ISO container look like? Is it likely to have curtains?
- How many days will the journeys to Cabourg and Edinburgh involve?
- Are the distances given one-way or return?

It was particularly important for candidates to understand the two journeys that Matthew was to undertake. The details for the return trip to Cabourg were set out in the case study and, with an average speed of 60kph, the distances in kilometres were equal to the driving minutes. In addition to the details supplied, candidates should realise that a 30 minute break would be required on the outward journey, to complete the split break that would start on the train; and that a 45 minute break would be needed on the return leg, given that the driving time from Cabourg to Coquelles exceeded 4½ hours.

For the return journey to Edinburgh, the one-way distance was given at 690 km. At the same 60kph, two daily rests would be needed after each of two driving period of 10 hours, and the outward and return journeys would each require two 45 minute driving breaks. For the journey that starts at the beginning of Thursday morning, Matthew will finish late on Friday evening.

Question 1

This straightforward driver schedule was very well answered by the majority of candidates. Generally, those who did not achieve the full 10 marks made one of the following errors:

- Not using local time, as required by the question. These candidates would not have earned the marks at 02.55–06.20 and at 10.55–19.55, which final line had to be written correctly to gain a mark.
- Not taking correct driving breaks, either by driving past 06.20 or by using POA or Other Work as the activity during the train journey. These candidates could gain five marks, but marking stops when a schedule becomes illegal.
- Miscalculating driving times to Cabourg. Later lines were adjusted by examiners for these errors, so that further marks could be achieved, but again the final line had to be written correctly to gain a mark.

An example of a correct answer is set out, below.

Start Time	Finish Time	Activity	Tachograph Mode
Monday 00.00	00.15	Start, vehicle check	Other work
00.15	01.00	Drive to Folkestone	Driving
01.00	01.10	Embark train	Driving
01.10	01.45 OR 02.45	Break on train	Break
01.45 OR 02.45	01.55 OR 02.55	Disembark train	Driving
02.55	06.20	Drive to Cabourg	Driving
06.20	06.50	Break	Break
06.50	08.55	Continue Drive to Cabourg	Driving
08.55	10.55	Load at Cabourg	Other work
10.55	19.55	Reduced Daily Rest	Rest

Question 2

There were many different approaches to this question, including the time-consuming preparation of a detailed driver schedule for the whole week. However, with 12 marks available, candidates should be allocating around 25 to 35 minutes to answer, and therefore would need to find a more efficient method.

The driving time was relatively straightforward to calculate, by adding the distances to and from Cabourg and Edinburgh and dividing by 60kph to give the time taken. One mark was earned by those who performed this calculation correctly, with those who added the 40 minutes for embarking and disembarking Le Shuttle twice gaining another mark.

Other work comprised five vehicle checks of 15 minutes each; 2 hours loading; 1 hour unloading; and 2 hours paperwork. Candidates who correctly calculated 6 hours and 15 minutes gained two marks, and those who gave an answer within 60 minutes gained one mark.

There were no Periods of Availability, but they were included in this heading so as not to penalise candidates who gave that activity for all or part of the Le Shuttle journeys. Breaks comprised the two Le Shuttle journeys of 35 minutes each; the break of 30 minutes required en route to Cabourg; the 45 minutes break required en route back to Coquelles; and the four 45 minute breaks required on the return journey to Edinburgh. Candidates who correctly calculated 5 hours and 25 minutes gained two marks, and those who gave an answer within 60 minutes gained one mark.

Daily rest periods were the reduced daily rest in Cabourg (given in the case study), plus two further reduced daily rests on the Edinburgh journey (consistent with Oliver's requirement for the vehicle to arrive at all destinations as early as possible). Candidates who correctly calculated 27 hours gained two marks, and those who gave 29 hours gained one mark.

The weekly rest periods to be taken on Tuesday/Wednesday and on completion were more complex, and only the more competent candidates were able to show correct answers and earn the two marks available for each. In both cases, answers within 120 minutes were given one mark.

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An example of a correct answer is given below.

Driving time

Monday/Tuesday (Cabourg) $(45+330+10+10) \times 2 = 790$ minutes =	13 hrs 10 mins
Thursday-Saturday (Edinburgh) $690+690 = 1,380$ minutes =	23 hrs
Total weekly driving time	36 hrs 10 mins

Other Work

Cabourg: Vehicle checks x 2	30 mins
Loading	2 hrs
Paperwork	1 hr
Edinburgh: Vehicle checks x 3	45 mins
Unloading	1 hr
Paperwork	1 hr
Total weekly other work	6 hrs 15 mins

Breaks and POAs

Train (2 x 35 minutes)	1 hr 10 mins
Cabourg driving breaks (30 minutes outward+45 minutes on return)	1 hr 15 mins
Edinburgh driving breaks (4 x 45 minutes)	3 hrs
Total breaks and POAs	5 hrs 25 mins

Daily Rest Periods

Daily Rests (Monday, Thursday, Friday, 3 x 9 hrs)	27 hrs
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Weekly Rest Period (Tuesday/Wednesday)

Depart Cabourg 1955 (local) 1855 UK	
Driving $(45+330+10+10)$	6 hrs 35 mins
Other work	1 hr 15 mins
Break	45 mins
Ferry	<u>35 mins</u>
Total time	<u>9 hrs 10 mins</u>
Finish Tuesday at 0405 UK	
Weekly Rest (19 hrs 55 mins + 24hrs)	43 hrs 55 mins

Weekly Rest Period (on completion, Saturday/Sunday)

Start Thursday 0000	
Driving	23 hrs
Other work	2 hr 45 mins
Breaks	3 hrs
Daily Rests	<u>18 hrs</u>
Total time	<u>46 hrs 45 mins</u>
Finish Friday at 2245	
Weekly Rest (1 hr 15 mins + 24hrs +24hrs)	49 hrs 15 mins

Part b of question 2 was well answered, with almost all candidates giving the correct minimum durations of Regular and Reduced weekly rest periods. A number of candidates stated that Matthew could take only a reduced weekly rest once every three weeks, although he would be allowed to take only such a rest period once in two (fixed) weeks.

Question 3

This costing question was generally well answered, although a number of candidates used a distance of 1,440 kilometres to calculate running costs, omitting the return journey from Edinburgh.

An example of a correct answer is set out below.

<u>Depreciation</u>	
Purchase price vehicle	£ 75,000
Depreciation at 21%	£ 15,750 ÷ 180 x 4 days = £ 350.00 #
Purchase price trailer	£ 15,000
Depreciation at 21%	£ 3,150 ÷ 180 x 4 days = £ 70.00 #
<u>Driver wages</u>	£120 x 4 days = £ 480.00
<u>Other standing costs</u>	£ 50 x 4 days = £ 200.00
<u>Total kilometres</u>	45+330+45+330+690+690 = 2,130km
<u>Running costs</u>	£0.46 x £2,130 = £ 979.80
<u>Train fare</u>	£ 650.00
<u>Overnight allowance</u>	£45 x 3 nights = £ 135.00
<u>Other costs</u>	£3,900 ÷ 52 deliveries = £ 75.00
<u>Total costs</u>	£2,939.80 #

It was reasonable for candidates to allocate depreciation costs for the day in Maidstone (Wednesday), even though the vehicle would not be used on the road. Therefore, answers that applied five days for depreciation were also accepted.

Question 4

Part a) was extremely well answered by the majority of candidates.

Part b) proved a greater challenge, with many candidates overstating the number of vehicles and trailers that OCR must seek authorisation for. Reference to the DVSA publication GV74, Goods Vehicle Operator Licensing – Guide for Operators would have disclosed that

- The dual purpose vehicles are specifically exempt from operator licensing.
- The generator lorries (as described in the case study) exactly match the operator licensing exemption for vehicles with equipment permanently attached.

The proposed 4,500kg GVW box van will require an operator licence, but none of the generator trailers can be towed by this vehicle (it has no towbar), so they do not require authorisation.

Thus, OCR will require authorisation for the box van and the proposed tractor unit (two vehicles) and for the proposed skeletal trailer.

Candidates were able to earn marks in part c), even if they had misstated the requirement in the preceding part. Marks were available for giving the correct amounts per vehicle (£7,400 OR £7,000 and £4,100 OR £3,900) and for the correct total.

Question 5

This question was well answered by most candidates.

In part a), some candidates gave insurance policies that did not satisfy the requirement of the question that the insurances **MUST** be in place.

Answers that included “motor” or “vehicle” insurance earned a mark, but those that stated only “third party” did not earn a mark.

In part b), some candidates gave required insurance policies, rather than **additional** policies and some gave policies that were inappropriate for OCR to take out, such as EHIC cards.

In part c), “motor” or “vehicle” was required to gain the mark for that insurance certificate.

Question 6

The majority of candidates provided full answers to this question and most earned significant marks with up to eight things that Matthew should do, before arriving at Coquelles.

Common incorrect answers were those that referred to curtains or TIR cords, to actions which might be taken at Coquelles, and to actions that were not relevant to the risks of prosecution for clandestines or trafficking.

OVERALL PERFORMANCE

Almost every candidate gave answers to every question in this paper, indicating that sufficient time was allowed and that most candidates managed their time quite well.

In setting the pass mark, examiners took into account the relative difficulty of this paper, compared to previous sessions. As described in the Student & 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 30 and approximately 51% of candidates achieved this level.

December 2014			Fail %	Pass %
05680	R1	Road Haulage Multiple Choice	32.6%	67.4%
05689	R2	Road Haulage Case Study	49.7%	50.3%

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