

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 March 2015

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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 accessible paper, with a significant number of competent, well-prepared candidates achieving very high marks.

Question 1

This straightforward organisation chart question was very well answered by the majority of candidates. Generally, those who did not achieve the full 10 marks made one or more of the following errors:

- Failing to give the required number of staff in roles with more than one member
- Omitting one or more staff members
- Confusing the roles of sales and marketing, by showing the two sales staff reporting to the Marketing Director

This was the first organisation chart question to appear in an R2 paper since March 2013.

Question 2

Part a) required candidates to interpret the Monday to Saturday Tieman Associates schedule, allocated to driver David Smith. Candidates who did not recognise this given information provided irrelevant answers. The command word used in the question was, “explain”, requiring candidates to do more than simply state the relevant rule.

Correct answers included,

- David would exceed nine hours driving on more than the permitted two occasions Note that David does **not** ‘drive for ten hours’ more than twice, and those answers did not earn a mark.
- David would exceed 56 hours driving in the fixed week. Candidates who stated that David would drive for 56 hours and 3 minutes, or stated that he would exceed weekly permitted driving time by three minutes, also earned this mark.
- David would have insufficient daily rest between Tuesday and Wednesday. Candidates who stated that David would only take a rest period of 8¾ hours also earned this mark.

Part b) required the earliest day and time that David could resume work and driving, if he took only the minimum possible weekly rest period. Candidates who did not give a day, or omitted a time, did not earn marks. The correct answers were i) Sunday at 18.30hrs and ii) Monday at 00.00hrs. Those who gave Midnight Sunday/Monday or 24.00 hrs Sunday also earned the mark available for part ii).

Part c) required descriptions of the rules relating to compensation for reduced weekly rests and was generally very well answered. Candidates who did not give adequate descriptions did not earn marks, as did those who quoted the minimum duration(s) of weekly rests, rather than describe the compensation rules.

Part d) required the calculation of total driving time (56 hours and 3 minutes), to be deducted from the maximum permitted fortnightly total driving time (90 hours) to calculate 33 hours and 57 minutes.

Question 3

This question was very well answered, with the majority applying costing techniques to calculate the seven figures to be inserted in the Trading Account template provided.

Although still well answered, rather fewer candidates gave correct figures for gross and net profits and, in part b) some candidates did not show that they were able to calculate the two percentages required.

Question 4

Part a) was extremely poorly answered by the majority of candidates, with most showing that they did not know that the multiple for weeks in a redundancy calculation should be taken with regard to the ages that the employee was, while employed. The most common error was to calculate the whole redundancy at the rate applicable to the age when leaving.

The correct answer to part a) was,

- 2 years @ 1.5 weeks = 3 weeks
- 6 years @ 1 week = 6 weeks
- 9 weeks x £346.15 ($£18,000 \div 52$) = £3,115.35
- Answers that gave £1,038.45, £2,076.90 and £3,115.35 also earned full marks.

Part b) did not present the challenge of the employee falling into multiple entitlement bands while employed, and was very well answered.

Question 5

This question required candidates to give nine actions that Bunsley Transport Ltd must take, to enable it to operate one goods vehicle from the Coventry site. The majority understood that the proposed new operating centre was in a different Traffic Area and correctly described actions that it must take to obtain a new operator licence.

Some candidates did not follow the instruction given in the question, and gave generic answers about applications that did not include **actions** that **must** be taken **by the company** and earned fewer marks than they might otherwise have done.

Where a question asks for actions, then answers should include a relevant verb, to show that the candidate understands what must be done, in the circumstances described in the case study.

Question 6

Part a) of this question concerned the rules for cabotage, as described in the case study. Many candidates scored well on this part, although those who did not know that Regulation EC 1072/2009 covered these activities gave irrelevant answers.

Part b) was generally very well answered, with most able to correctly identify personal documents that a driver should carry. However, some candidates ignored the requirement to **explain** why each document should be carried. There was one mark available for each document and a further mark for each correct explanation.

Answers that referred to documents relating to the vehicle and/or load also did not fulfil the requirements given in the question.

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 Syllabus, 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 33 and approximately 55% of candidates achieved this level.

The pass rate for the March 2015 R1 (Multiple Choice) paper was 65%.

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