

**Level 3 Certificate of Professional
Competence for Transport Managers**

(Road Haulage) Unit R2

Level 3 CPC – 05669

OCR Report to Centres March 2017

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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

As I commented in my report for the December 2016 paper, recent R2 case study papers have been well answered by many candidates, with particularly noticeable improved candidate performance on driver schedule and costing questions. This trend continued in this session, evidencing the preparation and practice that has been devoted to these types of question.

One of the requirements of a Level 3 qualification is that candidates must be required to “employ a range of responses to well defined but often unfamiliar or unpredictable problems”. It is therefore important that candidates are also prepared for questions that are set in different formats and that they pay attention to any requirements to outline or describe or explain, where one-word answers are unlikely to earn marks.

Question 1

This multi-part question was designed to pose problems that transport managers might face in their work. How many journeys are needed? How many vehicles are needed for those journeys? How many drivers will be needed? How much fuel will be used?

Part a) was straightforward and the vast majority of candidates read that “Cymru Beers requires one delivery from Cardiff Cans to arrive every hour, on the hour, throughout every day and night” and correctly gave 24 as the number of deliveries required.

Part b) required some workings. The formula to give the minimum number of vehicles is ‘total return journey time divided by the interval between journeys’. In this case, 12 minutes loading + 30 minutes driving + 18 minutes unloading + 30 minutes driving = 90 minutes, divided by the 60-minute interval = 1.5 vehicles. As 1.5 vehicles is impossible, two vehicles would be required.

Answers that did not use the formula, but explained that the round trip would take 90 minutes, with credible reasons why one vehicle would not be enough but three vehicles would be more than necessary also earned full marks (provided that candidates stated that two vehicles were needed).

Some candidates gave calculations relating to drivers hours rules, which are not relevant to the number of vehicles required.

Part c) required candidates to state the minimum number of drivers needed, and give reasons why. The number of drivers would be 4, and the following examples of why that is so earned marks.

- Total driving time is 24 hours per day
- A driver can drive a maximum of 9 hours per day
- Two drivers are required at all times OR one driver for each vehicle in two shifts of x hours (any credible shift length was accepted)
- 30-minute driver breaks can be taken between journeys
- Total working time is 36 OR 37 hours (the difference being the vehicle checks)
- Working time per driver is 9 hours 15 minutes
- Each driver can complete 6 deliveries and $24 \div 6 = 4$ drivers

- Answers that credibly outlined the hours and minutes relevant to the answer given in part i) were given marks

Part d) proved challenging, with many candidates calculating the cost of fuel in each day rather than the required number of litres of fuel that would be used. Marks were awarded for calculating the vehicles' fuel consumption, by dividing the given fuel price of £0.96 by the given rate per km of £0.32 (3km/l) and dividing that into the 1,440km travelled (24 journeys times 30km x 2).

Question 2

This multi-part question required candidates to read and understand the facts given in the case study; to differentiate between the three operator licensing issues raised (adding a transport manager, the delivery of new cans in the UK, and the international journey to and from Russia); and to apply their knowledge to three issues.

In part a) most candidates identified one or two of the documents required.

Part b) required candidates to describe an application to add Cardiff Can's premises as an operating centre, to give three documents to be submitted and to outline the four possible Traffic Commissioner decisions that could result. Marks were given for documents in part b)(ii) for documents that would have been required for an incorrect application described in the previous part.

Part c) required the documents to be submitted for upgrading an operator licence from Standard National to Standard International.

This question was written before the introduction of online applications, with different requirements, but there was no evidence of candidates being confused by this, and the identification of documents was generally good.

Question 3

This driver schedule question required candidates to assess the work carried out by the driver before starting the drive to Latvia. In particular, it was important that, at the given start time of 19.50hrs, Joe would have already worked for 4 hours, including 1 hour of driving. He therefore must take a break of 15 minutes after working for a further 2 hours, and he must take the second part of a split driving break after completing 3.5 hours driving.

Marking stopped when candidates scheduled more than 4.5 hours of driving without appropriate break(s), but on this occasion examiners continued marking if the working time break was omitted.

Most candidates that avoided illegal schedules managed to earn good marks, but common errors were to start with an unnecessary vehicle check, to schedule 10 hours of driving, in breach of company policy, or to schedule an 11-hour daily rest while this company rule is waived on journeys outside the UK.

An example of a correct schedule is given below.

1950	2150	Drive to Latvian border (or Riga)
2150	2205	Break
2205	2335	Drive to Latvian border (or Riga)
2335	0005	Break
0005	0305	Drive to Latvian border (or Riga)
0305	0335	Border formalities or Other Work
0335	0505	Drive to Riga
0505	1405	Rest
1405	1420	Vehicle checks or Other Work
1420	1850	Drive to Riga
1850	1935	Break
1935	2005	Drive to Riga

Marks were awarded for correct start and finish times for each line, with an appropriate activity description, including a correct destination for each driving period. Unnecessary activities resulted in no mark being given for the following line. Marking stopped when an offered schedule was illegal, other than as described above.

Candidates who changed to Latvian local time at the border could earn full marks, but candidates who did not so were not penalised.

Question 4

This costing question proved straightforward for the majority of candidates, with correct calculations produced for most boxes.

Part of this assessment was to identify which costs applied to the journey. Many candidates included costs for both Channel Tunnel and ferry fares.

Less than 5% of the cohort correctly showed zero for Channel ferry fares, EUR1 certificate, ATR certificate, and Marine insurance, while calculating all other costs and giving the correct total of £6,217.96 OR £6,217.97.

Those who included unnecessary costs were not penalised for doing so, but could not earn the mark available for giving the correct total costs.

Question 5

This question about forms relating to vehicle prohibitions was generally very well answered, with candidates using learning materials to research their answers and outlining the purpose of each form.

Candidates who named the forms but did not provide outlines of their purposes could not earn marks. A common mistake was to describe the purpose of a PG9 form as, 'issued when an examiner finds defects on a vehicle', while the purpose of the form is to prohibit the use of a vehicle after serious defects have been found.

Question 6

Part a) of this question was quite well answered by most candidates, with those that restricted their answers to personal documents to be carried by the driver earning good marks.

The Driver CPC has been in place since 2009 and candidates were expected to know that drivers must carry a Driver Qualification Card (DQC), not a 'Driver CPC card'. Marks were given for 'Russia visa' or 'business/working visa' but not for just 'visa'. Joe's digital tachograph Driver Card is required to be carried, but it does not prove his entitlement to drive the vehicle.

In part b) Joe must complete 2 additional training days by February 2020; Simon must complete 4 additional training days by October 2017; and the other 18 drivers must each complete 2 additional training days by September 2019 (36 days was accepted for this group).

OVERALL PERFORMANCE

In setting the pass mark, examiners considered the relative difficulty of this paper, compared to previous sessions, finding that the notional pass mark of 30 was not appropriate. 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 29 and approximately 57% of candidates achieved this level.

The pass mark for the March 2017 R1 (Multiple Choice) paper was set at 42 and 49.24% of candidates achieved this level.

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