

CPC CHIEF EXAMINERS REPORT

095

Subject: CPC – R2

Stage/Scheme: 05689

Series and/or year of examination: March 2013

The paper was well answered by many candidates, with stronger candidates able to score relatively high marks. It was satisfying to note that, in general terms, the standard of explanations and the clarity of answers continues to improve.

The most common general causes of candidates not gaining full marks were that they did not respond specifically to the requirements laid out in the Case Study, or contained within the question stems. We would again remind candidates that time spent carefully reading the case study and the questions is time well spent.

It may help candidates to remember that they are always expected to answer the question exactly as it is asked. For example, if a question asks for “*an action* to be taken” then it is the *action* that is needed. More advice on this, and on the complexity of response required at level 3, can be found in the PowerPoint presentation delivered at OCR’s event for centres on 17th December 2012, which is available at www.ocr.org.uk/cpc under the 2012 qualifications and then ‘Support Materials’.

Question one

Question one required candidates to produce a schedule for a single-manned vehicle, which complied with company policy. Candidates were informed that drivers on this journey were not subject to restrictions relating to reduced daily rests or extended driving times; however, some began the daily rest too early or did not extend driving time to 10 hours on day one.

An example of a correct answer is set out below.

Start time	Finish time	Activity	OR
Monday			
05.00	05.15	Walkaround checks	Other work
05.15	09.45	Driving to Dover	Driving
09.45	10.30	Break	Break
10.30	11.00	Driving to Dover	Driving
11.00	11.45	Waiting to embark	POA
11.45	12.00	Embarkation	Driving
12.00	13.30	Ferry crossing	Break
13.30	13.45	Disembarkation	Driving
13.45	15.45	Driving to Rouen	Driving
15.45	16.15	Unloading at Rouen	Other work
16.15	18.30	Driving	Driving
18.30	19.15	Break	Break
19.15	19.30	Driving	Driving
19.30	04.30	Daily rest	Rest

Tuesday			
04.30	04.45	Walkaround checks	Other work
04.45	08.30	Driving to Nantes	Driving
08.30	09.00	Unloading at Nantes	Other work
09.00	09.45	Driving to Orleans	Driving
09.45	10.30	Break	Break
10.30	13.15	Driving to Orleans	Driving
13.15	13.45	Unload Orleans	Other work

Some candidates produced illegal schedules; marking stops at the point when a schedule becomes illegal.

Centres should note that drivers' hours is a fundamental element of professional competence and is always examined in R2 papers. Helping candidates reach higher standards in this area is therefore likely to be rewarded.

Question two

Part a) of this question required candidates to give purposes of a cash budget. Many candidates successfully did so, but a minority confused a cash budget with either a profit and loss account or a balance sheet. Other candidates chose to ignore this part of the question completely, or discussed general budgetary purposes without relating their response to a cash budget.

Correct answers to part a) included that they allow a company to predict any overdraft/borrowing/investment/loan requirements and that they identify large one-off payments.

Candidates are advised that leaving a question blank will of course gain no marks and that they should, if possible, try to produce a response even if they may not be 100% certain that their answer is complete. Re-visiting questions where they are uncertain may help candidates.

Part b) of the question asked candidates to evaluate a given cash budget and identify improvements that could be made. This was reasonably well handled by the majority of candidates. Correct answers included negotiating extended credit terms with the fuel supplier, paying insurance premiums monthly and leasing the vehicle instead of buying it.

Question three

This question asked candidates to produce an organisation chart for the new depot in Leicester, using the information supplied in the Case Study. Most candidates were able to do this with few problems, enabling them to score high marks. This question was easily the best answered question on the paper, with very few candidates failing to produce any sort of chart at all.

The few problems that were encountered related to candidates who failed to include one or more of the roles. Examiners are flexible about rewarding various charts, providing they are appropriate, but some candidates produced reporting structures that were not logical.

Centres have clearly focused on this element of the syllabus and the success of that focus was evident.

Question four

Like drivers' hours in question one, Operator Licensing is a fundamental area of the syllabus in relation to professional competence in road freight operations. The question provided a grid for candidates to use to identify application forms which OCR would need to submit to the Traffic Commissioner under the circumstances referred to in the Case Study. The grid also required a purpose of each form and a reason why the form was required.

The key to this question was the word 'applications' in the question stem. This was missed by some candidates, although the majority were able to respond as required, at least in part. Most candidates mentioned forms GV79, GV80A and GV81 and were able to give appropriate purposes for those applications and say specifically why OCR would need to submit them.

Those candidates who did not score the maximum nine marks available did so because they either included the form TM1, which accompanies the GV79 and is not in itself an application form, or they incorrectly mentioned a GV80 rather than a GV80A. Other responses identified forms that related to registering a business and not to Operator Licensing.

Some candidates listed more than three application forms. Candidates should be advised that where question stems specify a given number of responses (the stem for this question used '**THREE**'), only that number of answers will be marked. Further answers are not marked, but use candidates' vital exam time.

Question five

Question five also related to Operator Licensing. This question required candidates to give a number of conditions that environmental representors would need to satisfy in order for their representation to be considered by a Traffic Commissioner.

Many candidates were able to appreciate what was required and scored well. Some candidates simply listed items without elaboration ('fumes', 'visual', etc). Correct answers to the question of what *conditions* would need to be satisfied included, for example, that representations must come from owners or occupiers in the vicinity or must be on the grounds of noise.

Largely because of this, and because some candidates concentrated on legal undertakings and not environmental representations, scores on this question were surprisingly low.

Question six

This question proved to be the most difficult on the paper and one where candidates appeared either to score particularly well or particularly poorly.

Whilst many candidates scored full marks, those who did not had often not completed their answers to include costs *per divan*, as in bold in the question. This reduced the available marks from 8 to 6.

In many cases, and in both parts a) and b), candidates omitted the ferry costs or only costed the ferry journey one way and not as a return fare.

Performance on costing questions has improved and candidates are better able to score than in some previous years; centres are advised to continue to concentrate on this area to assist those who still find these questions challenging.

Question seven

The final question on the paper was in three parts, and required candidates to give information relating to upgrading to a required licence, DCPC Periodic Training and medical conditions for drivers.

In part a), candidates were required to give four **actions** Category C1 drivers would need to take in order to upgrade their vocational driving licence to C+E. Most candidates were able to do this, but a considerable percentage of candidates simply listed criteria ('medical'). As discussed earlier, these types of response do not elaborate sufficiently to gain marks at level 3.

In part b), some candidates seemed confused about the difference between DCPC Periodic Training and DCPC Initial Training. This led to responses relating to Module IV, Case Studies, Theory Tests and Hazard Perception Tests, which were all incorrect. Candidates identifying the need to undergo 35 hours

of approved training within 5 years and a shut off date of 10th September 2014, for example, scored well.

Part c) also required 'actions' and candidates who gave answers such as 'pass a medical annually after 65' or 'report any insulin treated diabetes' gained marks.

OVERALL PERFORMANCE

After every examination, a group of senior examiners and industry sector representatives reviews each paper and sets the pass mark in order to reflect the paper's level of difficulty. In this case, the pass mark was set at 50% (30 marks).

54% of candidates who sat the exam achieved a pass.