



## CHIEF EXAMINER'S REPORT

095

**Subject:** CPC – R2  
**Stage/scheme:** 05689  
**Series and/or year of examination:** September 2013

Competent candidates were able to demonstrate the application of their knowledge well on this paper, and many achieved high overall marks.

This paper included questions that required candidates to prepare a driver schedule and a detailed costing, with other questions requiring narrative responses.

### **Question One** (12 marks were available)

Candidates were asked to draw up a policy for dealing with digital tachograph records.

Many candidates gave answers relating to analogue tachographs, and many gave answers that related to general tachograph procedures, rather than those specifically for the records. These candidates would have earned more marks if they had been able to relate their responses more closely to the exact demands of the question.

Examiners accepted that this question may not have been sufficiently clear to allow all candidates to give relevant responses, and this was taken into account when setting the pass mark for the paper.

### **Question Two** (10 marks were available)

This costing question required candidates to populate boxes provided, using financial information from the Case Study. This format appears to work well and may be used in future papers, although candidates should not expect this style to appear every time.

Where candidates did not score full marks, common errors were to misplace the decimal point, not give answers to the nearest penny, and/or to make simple arithmetic mistakes.

### **Question Three** (12 marks were available)

The question required a candidate to complete a driver's schedule using information from the Case Study. Candidates were expected to study the route information, including the line map, and plan the route in the only possible direction.

Candidates who took the time to plan the journey, generally managed to produce a full and accurate schedule. Those who overloaded the vehicle, missed a collection or delivery, or produced an illegal schedule were unable to score high marks on this question.

A correct answer is shown below.

Start Time (local time)	Finish Time (local time)	Description of Driver's Activity
12.45	13.30	Drive to Den Haag
13.30	14.10	Load and unload (Other Work)*
14.10	16.50	Drive to Zwolle
16.50	18.15	Unload (accept Other Work)
18.15	18.30	Break (accept WTB or Rest)
18.30	19.35	Drive to Enschede
19.35	20.50	Break (accept Rest)
20.50	22.00	Drive to Apeldoorn
22.00	22.50	Unload (accept Other Work)
22.50	23.50	Drive to Utrecht
23.50	00.55	Break (accept Rest)
00.55	01.55	Drive to Den Haag

**Question Four** (8 marks were available)

This was a question about KPIs, asking candidates to determine if the company's targets were being achieved and, if not, to calculate the additional tonnage that would have to be carried to do so. The question demanded an ability to calculate percentages, and many scored full marks. However, many other candidates did not attempt this question at all.

**Question Five** (11 marks were available)

This question was about an application for an operator licence; what actions were required; and how the company must satisfy the criteria required by the Traffic Commissioner.

This question lent itself to the 'open book' approach, and was generally very well answered.

Common incorrect answers included failing to identify that a INT1 should be completed or, wrongly stating, 'tick the box on the GV 79' for an interim licence; and using incorrect Sterling amounts to satisfy the Financial Standing requirement.

Candidates should remember that it is important to use up to date reference materials in this open book exam.

**Question Six** (7 marks were available)

This question concerned the markings required on the rear of a vehicle carrying dangerous goods, and the documents that had to be carried. A question about fire extinguishers carried a further 2 marks.

Most candidates dealt with all parts of this question well, although some did not restrict their answers to part b), to markings on the **rear** of the vehicle.

## **OVERALL PERFORMANCE**

Some candidates achieved high marks on all questions. Those who performed less well, often achieved only a few marks on both the driver schedule and the costing questions. These two syllabus areas are important, and are subject to questions in every Case Study paper.

In line with recent papers, the standard of narrative response and the attention to the exact demands of questions continues to improve. Those who did not achieve a pass this time should consider how they plan their answers and how they express them, as well as revising the relevant facts. Examiners cannot award marks for responses that they cannot understand or for answers that do not match the demands of the question.

After every examination, a group of senior examiners and industry sector representatives reviews each paper and set the pass mark. The pass mark for this paper was set at 29 marks to reflect the relative difficulty of this paper.

Approximately 32% of candidates achieved a pass.