

CHIEF EXAMINER'S REPORT

Subject: CPC – R2
Stage/Scheme: 05689
Series and/or year of examination: December 2013

Many candidates were able to score high marks on all questions in this paper and the clarity of answers continues to improve across the cohort.

There were questions in this paper that required a specific number of responses, where some candidates gave many more answers than required. These additional answers meant that time was spent writing that could not earn marks and candidates are reminded to read the demands of each question with care.

Question One (12 marks were available)

This was a standard costing question that gave a great deal of guidance to the candidates. It tested candidates' ability to cost a route, on a daily basis with boxes provided for individual costs, which the cohort seemed to find helpful. Where candidates were unable to achieve the desired result was often due to incorrect placing of the decimal point.

Many candidates gained all the available marks.

Question Two (12 marks were available)

Part A

This was a straightforward driver schedule, requiring candidates to calculate the distance covered by a set speed and to determine the appropriate rest periods. Many candidates are still unable to determine the difference between rest and breaks.

A number of candidates calculated 2.2hours as 2 hours 20 minutes rather than the correct 2 hours 12 minutes.

Some candidates produced a schedule covering less than the 24 hours required by the question.

Again, many candidates were able to gain all the marks available.

Part B

A minority of candidates gave 04:48 hours as the correct latest time that Harlan could leave Coventry airport, but most candidates were able to earn a mark for identifying that a minimum of 9 hours rest may be taken.

Part C

The question required a candidate to determine that a split rest must be a minimum three hours for the first part and nine hours for the second part to carry out the route five days a week. The most common wrong answer was they could take a reduced rest three days per week.

Question Three (8 marks were available)

The question asked the candidates to identify the requirements for Harlan to obtain the correct driving license to drive a large articulated vehicle.

Part A

Candidates who determined that the examiners wanted to know about the processes regarding driving licenses did well; those who chose to go down the route of operator licensing failed to gain many marks. The question started with a direct reference to vocational driving licensing.

A number of candidates gave answers that stated that Harlan would have to obtain an Initial Driver CPC qualification, whereas he has an inherited entitlement by virtue of his C1 entitlement. A mark was awarded to those who stated that Harlan must complete 35 hours of Periodic Training.

Some candidates gave more than the required six answers, and are reminded that only the given numbers of responses are marked.

Part B

This required candidates to determine the correct renewal dates for a licence from information taken from the scenario. Most earned the mark available for stating that the age Harlan would have to renew would be 53 years old.

Part C

This question asked the candidates to identify the time frame in which the medical must be taken before the application for a licence. The most common wrong answer was three months, while the correct answer was four months

Question Four (8 marks were available)

The case study identified the failings of Harlan's DGSA. This question required the candidates to state which duties the DGSA was failing to carry out in relation to Harlan.

The most common incorrect answers were where the candidates stated the DGSA had failed ICD in some way or that Brian, (the Transport Manager) had failed to carry out certain actions. Marks were only awarded for failings BY the DGSA, and only in relation to Harlan.

Another common incorrect answer stated that the DGSA must train the staff, while his only responsibility in this area is to ensure that staff are adequately trained.

Candidates are reminded of the importance of reading the case study and the question very carefully before attempting their answer. Guidance on the style of questions, and tips on ways to answer different question types can be found in the *Student and Tutor Guide*, available on the OCR website.

Question Five (8 marks were available)

This was a four part question concerning impounding of goods vehicles, a subject being examined for the first time.

Part A.

Very few candidates were able to determine that operating without an operator licence is the relevant reason for Harlan's vehicle to have been impounded. The most common incorrect answers were to do with the mechanical condition of Harlan's vehicle, although there was no indication of such failings in the case study.

Part B

The well prepared candidates knew the procedure that VOSA are required to follow once they have impounded a vehicle. Correct answers included "tell the owner", "inform the Traffic Commissioner/Traffic Area Office/VOSA" and "publish notice of intention to dispose in the London or Edinburgh Gazette", all earned marks. The main incorrect answer was "issue a PG9 to the driver".

Part C

This part tested candidates' knowledge of digital tachographs, requiring them to advise how it would show that the vehicle was driven at weekends with a different card. Most candidates determined it would record the vehicle had moved, but many failed to state that the tachograph would also show whether a card was inserted or not, and the details of the card used when it was.

Part D

Candidates had to identify two maintenance documents that Harlan would be unable to produce. This question was well answered.

Question Six (12 marks were available)

This question was clearly referenced specifically to the "most serious infringements", and candidates who linked their answers to these scored high marks.

Candidates were required to determine which of the most serious offences had been committed by Harlan. The most common wrong answers were those that related to the criteria to be met to gain an operator licence.

Examiners awarded marks for answers that clearly related to offences mentioned in the case study that matched the most serious offences, even though the answers may have been vague.

OVERALL PERFORMANCE

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

Many candidates scored high marks, and the overall use of language and answer layout was good. The boxes provided for the costing question probably helped.

In setting the pass mark, examiners took into account the new areas of questioning and the relative difficulty of this paper, compared to previous sessions.

The **Pass Mark** was set at **30** and approximately **49%** of candidates achieved this level