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 September 2014

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Some candidate scripts for this session reflected thorough preparation of the topics examined and excellent technique in answering the questions asked, in line with the advice given in the Student & Tutor Guide. These candidates who were able to relate their answers to the information provided were able to achieve very high overall marks.

Other candidates' work suggested insufficient attention to detail and a lack of practice in producing responses in exam conditions. Others were not able to demonstrate that they are able to apply knowledge and give relevant information, available to them in this open book exam. These candidates generally achieved low overall marks.

Examiners can only award marks for correct answers presented to them in the exam booklet, in accordance with a mark scheme that has been extensively discussed and refined, and updated in the context of the answers that the cohort actually provides. Candidates should remember that answers need to be precise and relevant to the questions asked, without relying on examiners to 'know what was meant'. Some examples of correct answers are provided in the questions section of this report.

I suggest that all candidates consult the Student & Tutor Guide (on the OCR website) for advice about the type of questions that may be asked, the command words that are used and the SORT of answers that are most likely to earn marks.

<u>"Licence to Practice"</u>

I take this opportunity to remind candidates that the CPC qualification is a 'licence to practice' as a transport manager in any road haulage transport undertaking. While examiners understand that many candidates choose to sit the exam because of the demands of their current job, the prospective transport managers are required by Regulation EC 1071/2009 to demonstrate knowledge across the entire syllabus contained within that Regulation, and to show that they have reached the required level in terms of numeracy, literacy and application of relevant knowledge.

Candidates should therefore expect to be faced with questions that fall outside their particular areas of expertise and/or that differ from their experience of the "real world".

On the following pages, I give some detail and feedback on candidate performance on the six questions in this paper.

Question 1

This driver schedule was straightforward, requiring careful assimilation of the detail in the case study. An example of a correct answer is as follows:

Start Time	Finish Time	Description of Activity	Tachograph Mode
05:55	06:10	Vehicle checks	Other Work
06:10	06:25	ADR checks	Other Work
06:25	08:10	Drive to Sunderland	Drive
08:10	09:05	Load tanker	Other Work
09:05	10:50	Drive to Ripon	Drive
10:50	11:25	Discharge or Load tanker	Other Work
11:25	11:55	Drive to Sunderland	Drive
11:55	12:10	Working Time break	Break
12:10	12:40	Drive to Sunderland	Drive
12:40	13:10	Break	Break
13:10	13:55	Drive to Sunderland	Drive
13:55	14:50	Load tanker	Other Work
14:50	16:35	Drive to Ripon	Drive
16:35	17:10	Discharge or Load tanker	Other Work
17:10	17:15	Hand in keys & paperwork	Other Work

The case study described two distinct activities at the start of the driver's day. Candidates who took the shortcut of combining the two checks into one earned only one mark, while those whose answers reflected the driver's activities accurately earned two.

The case study detailed some group policies, including that all breaks were to be taken as late as possible. This requirement was ignored by some, who inserted unnecessary breaks at apparently random times; or took a 45 minute break at 11:25 or 11:55 and therefore could not earn all the marks available for the journey to Sunderland. However, the route allowed candidates to 'reset' to earn more marks if they loaded the tanker at 13:55.

Marking was stopped at the point that any schedule provided became illegal, usually after more than six hours continuous work without a break, but some candidates scheduled more than 4.5 hours driving before taking break(s) of 45 minutes. For the minority who missed the 13:55 loading slot, for whatever reason, marking also stopped at that point. Otherwise, later times were adjusted to prevent candidates being penalised for errors following on from an earlier mistake.

A few candidates ignored the note in the question and gave symbols for the tachograph mode. These lines only earned marks if the correct mode was mentioned in the activity description column.

Question 2

This costing question required candidates to identify the costs for the 'articulated road tanker' clearly identified in the question. A significant number prepared the straightforward costing, using the costs for the rigid road tanker. Some candidates selected the tractor unit costs correctly, but failed to include the costs for its trailer.

An example of a correct answer is shown below, although marks were earned by those who followed the instructions in the question and used a different method.

Depreciation tractor unit
Purchase price   £89,500 - (8 x £300 = £2,400) = £87,100
-Residual value   £37,100 = £50,000 ÷ 5 years =   £10,000 pa
                                                                OR £40.00 per day
Depreciation trailer
Purchase price   £72,300 - (6 x £400 = £2,400) = £69,900
-Residual value   £9,900 = £60,000 ÷ 20 years =   £3,000 pa
                                                                OR £12.00 per day
Other Standing Costs
Tractor unit   £16,000 ÷ 250 days = £64.00 per day
Trailer   £   500 ÷ 250 days = £ 2.00 per day
Total   £66.00 per day
Drivers wages (11 hours and 20 minutes)
10 hours x £10 = £100.00
1 hour x £15 =   £ 15.00
20 minutes x £15.00 per hour = £5   <u>£120.00 </u>per day#
Total Standing costs per day   <u>£238.00</u> per day

Daily mileage 2 journeys x 2 x 105km = 420 km per day

Fuel 420 km ÷ 3 kpl = 140 litres x £1.25 =   £175.00 per day^
Maintenance 420 km x (£0.06 + £0.04) £0.10 =   £42.00 per day
Tyres
Tractor unit £2,400 ÷ 30,000km = £0.08 per km x 420 km =   £33.60 per day
Trailer £2,400 ÷ 30,000km = £0.08 per mile x 420 km   =   £33.60 per day
                                                          <u>£67.20 </u>per day

Total Running Costs   <u>£284.20</u> per day

Total Costs   £522.20 per day

 # Candidates were awarded the mark for drivers wages, even if they treated the overtime
    element as a running cost.
 ^ Candidates who rounded a rate for fuel to 2 decimal places after dividing £1.25 by 3 kpl, gave
    fuel costs as £172.20 or £176.40 and did not earn the mark for that line. Although candidates
    will not be penalised for rounding differences, they are expected to achieve accuracy in
    calculations like these and consider the actual cost (in this case, the cost of using exactly 140
    litres of fuel at the given fuel price).

 Candidates are invited to note that every cost detailed above is **named**; that **all workings** are
 shown; that standing costs and running costs are shown separately **with totals for each**; that
 the **total daily cost** is shown; and that all **answers are given to the nearest penny**. All of
 these requirements were clearly set out in the question.

Question 3

This question was generally very well answered, with most candidates giving well thought out "outlines" of advantages of delivering Periodic Training courses in-house.

Because this question could not be researched from notes or legislation, there was little scope to provide a <u>wrong</u> answer, but responses that were not relevant to the subject did not earn marks. The most common reason for not achieving the full four marks was failing to **outline** advantages. The Student & Tutor Guide suggests (on page 33):

Verbs like describe/<u>outline</u>/detail
These verbs ask candidates to do more than just give a simple answer. A broad definition of each of them is, "to characterise, to give the main features or various aspects of, to summarise".

We expect candidates to give details, or a description. A few words, or a list, will not be enough.

Question 4

In this paper, the three-part question tested application of knowledge by asking candidates to identify the correct forms to be used in different circumstances.

Part (a) was well answered by those who were able to understand that the company would have to apply for **a new operating centre** and an **increase in the number of authorised vehicles** in **the same traffic area**. Full marks were earned by those who identified form GV81 and two of the three bold items mentioned above.

In part (b), marks were earned by any two from GV79, GV79A, and TM1, answers that were given by those who understood that the proposed operating centre was in a different traffic area and therefore required a separate, new operator licence.

Part (c) required candidates to identify **actions** and select those actions that applied to the circumstances given. Candidates who simply stated general requirements without stating relevant actions could not earn marks. Additional marks were available to those who followed the instruction given in the question and provided a credible reason **why** the action given was required.

Question 5

Part (a) of this question presented an unusual challenge to candidates. One of the requirements that this qualification must meet to satisfy the 'Level 3' defined in legislation, is to test candidates' ability to "Employ a range of responses to well defined but often unfamiliar or unpredictable problems."

Part (a) was exceptionally well answered by the majority of candidates, with most able to achieve most, if not all marks. A correct answer is given below:

Gross train weight		44,000kg
Kerbside weight	7,000kg + 8,000kg =	<u>15,000kg</u>
Maximum payload		<u>29,000kg</u>

Weekly kg: 4,988,000 divided by 29,000kg =   172 loads

Part (b) gave candidates the opportunity to use reference materials to research their answers. The command word used was "give", so marks were earned for each correctly identified item. Most candidates were able to earn good marks, with 'spill kits', 'shovels' and 'face marks' the most common incorrect answers. Some candidates listed vehicle markings and/or driver ADR licences and/or vehicle markings and therefore did not achieve full marks.

Question 6

The command word used in both part (a) and part (b) was "outline" and I refer candidates to my remarks about such questions, in question 3 above.

Although parts (a) and (b) were generally quite well answered, common reasons for not earning marks were,

- Failing to **outline** a legal requirement. The absolute minimum needed to earn a mark was to give a relevant sentence containing an appropriate verb.
- Giving a legal requirement relevant to <u>drivers</u> in part a.
- Giving a legal requirement relevant to <u>vehicles</u> in part b.

Part (c) was very well answered by most candidates, but those who wrote "third party insurance" should not have expected examiners to assume that they meant **motor insurance**, which would have guaranteed a mark.

OVERALL PERFORMANCE

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

In setting the pass mark, examiners took into account the relative difficulty of this paper, compared to previous sessions, and factored in the extra time available to candidates. They concluded that this paper was somewhat less challenging than previous papers, and significantly more straightforward than the paper set in the June 2014 session. Examiners therefore increased the pass mark, with the aim of achieving consistency of requirement across all exam sessions. As described on page 40 of the 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 32 and approximately 44% of candidates achieved this level. This pass rate is almost the same as that achieved in June 2014, when the pass mark was set at 27.

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