

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 June 2015

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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

Some candidates were able to score high marks in this paper, with a number of competent, well-prepared candidates achieving well above half of the available marks.

Overall, candidates earned significant marks on the straightforward, though detailed, driver schedule and the costing question, but performed less well on questions 3 to 6. This may indicate that some candidates did not manage their time efficiently, leaving too little time to prepare their answers to the later questions.

Many questions in this open-book exam are designed to allow candidates to research information, relate the relevant rules/laws to the circumstances described in the case study, and to follow the directions given in the question. This provides a test of the application of knowledge, rather than a test of memory. There was evidence in many answers given to questions 3, 4, 5 and 6 that candidates were giving answers that had been copied from notes, without sufficient regard to the facts presented in the case study and the circumstances to be addressed.

Many candidates might have earned more marks in question 3 to 6, by addressing the requirements of these questions more closely in their answers. Every question contains a command word that tells candidates about the style of answer that will earn marks. Detailed guidance about these command words, together with examples of the sort of answers that they require, can be found in the 'Syllabus, Student and Tutor Guide', available on the OCR website.

Question 1

This delivery schedule required careful attention to the details set out in the case study and careful calculation of the driving times between each delivery.

Most candidates succeeded in setting out a correct schedule until 13.30hrs, en route to Victoria, when the only permitted break of the day had to be taken, after six hours of continuous work. As this was the only break to be taken, and the day's working time will total between six and nine hours, this break had to be of 30 minutes duration. Those who missed the relevant company policy in the case study (only one break in a day) and scheduled only a 15 minute break, could not complete the day legally and marking stopped at that point. Marking also stopped when a schedule given became illegal, or if the vehicle was scheduled to leave base without its load.

An example of a correct schedule is given below. Marks were awarded for correct start and finish times for each line, with a correct destination for each driving period (town or shop name were accepted) and "unloading", "delivering" or "other work" for each delivery.

Start	Finish	Activity
0730	0800	Walkaround check *
0800	0830	Paperwork *
0830	0930	Load vehicle
0930	0951	Drive to Acton
0951	0956	Deliver at Acton
0956	1014	Drive to Hounslow
1014	1019	Deliver at Hounslow
1019	1133	Drive to Crawley
1133	1143	Deliver at Crawley
1143	1213	Drive to Hove
1213	1223	Deliver at Hove
1223	1330	Drive towards Victoria
1330	1400	Break
1400	1417	Drive to Victoria
1417	1422	Deliver at Victoria
1422	1434	Drive to base

One mark was available for the first two lines (marked *), with no penalty for combining them.

Question 2

A table showing correct answers is shown below. Answers that gave amounts per trip, or per annum, were accepted, but the question required that all workings were to be shown in £ and the total cost shown in both £ and €.

Other methods of showing answers were accepted, provided they followed the instructions given in the question, and were clear enough for examiners to determine whether they were correct.

Candidates performed well with this question, with some well-presented answers given. However, some candidates prepared two or three pages of repetitive workings, which would have taken more time than was justified by the marks available.

The most common reasons for not achieving full marks were:

- Not realising that the trip could only be completed in the required single day if it was double-manned, therefore requiring two drivers.
- Deducting the cost of the initial tyre set in the depreciation calculation, even though the case study stated that these costs were already excluded.
- Missing the requirement to complete the journey in a single day, and calculating time-based costs on the basis of two days.
- Only including a one-way Channel crossing fare.

		Per trip OR £	Per annum £
Purchase price	30,000.00		
Residual value	12,500.00		
Amount to depreciate	17,500.00		
Divide by 5 years: Annual depreciation	3,500.00		
Divide by 250 days [12 trips]		14.00	168.00
Driver costs (£155 x 2 drivers)		310.00	3,720.00
Other standing costs		47.50	570.00
Tyres (6 x £125 ÷ 25,000km x 870 (435 x2))		26.10	313.20
Maintenance (£0.08 x 870)		69.60	835.20
Fuel (£1.24 ÷ 4kpl x 870)		269.70	3,236.40
Channel crossing (2 x £231)		462.00	5,544.00
Eurovignette €8 x 0.84		6.72	80.64
Sub total		1,205.62	
COST FOR 1 YEAR		£14,467.44	£14,467.44
Convert to Euros at 0.84		€17,223.14	€17,223.14

Question 3

This question was about the operator licensing implications of the proposed joint venture with Bangkok Foods, as minimum requirements.

Some candidates gave answers that simply listed the undertakings to be signed on an application form; that wrongly pre-supposed that OCR did not already hold an operator licence; and/or stated that Bangkok Foods (or the joint venture itself) would have to apply for an operator licence.

Candidates did not earn marks for answers that did not describe actions, as required by the question. It is worth stating again that marks will only very rarely be earned for copying lists from notes and that it is important for all candidates to relate their answers to the facts given in the case study and the question, and to follow the directions given.

Those candidates who copied generic operator licence requirements from notes struggled to achieve significant marks on this question.

Marks were earned for describing the process of changing OCR's operator licence from Restricted to Standard National, by completing form GV80A and submitting it to the Central Licensing Office, along with a completed form TM1, the nominated transport manager's original certificate of professional competence, and evidence of financial standing (such as bank statements). Further marks were available for describing the actions of completing and submitting form INT1, to apply for an interim direction/licence, and paying the fee for this application; and for returning OCR's current operator licence document, together with all vehicle discs and placing the new discs in the vehicles, in due course.

No marks were given for answers that addressed the proposed journey to the Netherlands.

Question 4

Most candidates correctly identified the ATP Agreement in part a), but fewer wrote that ATP would apply to this journey because OCR would be carrying perishable goods internationally. Similar, clear wording was accepted for the second mark, but no marks were given for describing the Agreement, its purpose or its international acceptance.

No marks were given for CMR, TIR, AGR, Cabotage or LKW Maut.

Generally, candidates achieved good marks in part b), but many answers that were lists, rather than 'outlines', did not earn marks.

Answers that would not be relevant to OCR, "before and during its first collection from Moordrecht" did not earn marks (such as, keeping records for 12 months). Similarly, answers that referred to frozen foods, trailers that OCR did not operate or general requirements of transporting foodstuffs, not contained in the ATP Agreement, did not earn marks. Again, many of these answers not relevant to the facts presented, were obviously copied from notes.

Question 5

Part a) of this question required actions required for a driver who holds only Category B entitlement to drive a Category C1 vehicle for hire and reward. The question asked for only the minimum requirements.

Many candidates did not give a description of actions in their answers and therefore did not earn as many marks as those who described the need to apply for the correct provisional licence, to submit forms D2 and D4 and to pass the relevant tests.

Common errors were to give Category C as the driving licence entitlement required; to suggest that the driver must complete 35 hours of Periodic Training before being entitled to drive for OCR; stating that the driver must complete form D4 (rather than the doctor completing it); and describing the D4 as a 'medical certificate' without naming it correctly.

In part b), only a minority identified actions for the driver to take to apply for provisional entitlement to Category C and pass a driving test in that Category.

Question 6

This question directed candidates to the appropriate page in the DVSA Guide to Maintaining Roadworthiness, but could have been answered successfully from practical experience and from teaching notes. Most candidates managed to give appropriate answers, but some ignored the instruction in the question to only give items in addition to the list of safety related items to be checked, and gave a list of those items.

Common answers that were not given marks were, 'date', 'name', and 'signature', as these answers were too vague. Marks were given for 'date of check' and for 'date of rectification'; for 'name of checker/driver' and for 'name of person rectifying'; and for 'driver's signature' and for 'rectifier/workshop signature'.

As in question 5, no marks were given for answers reacting to trailers, as OCR does not operate any vehicles that tow them.

OVERALL PERFORMANCE

Candidates who managed their time well and gave answers that were relevant to the circumstances described in the case study scored higher marks than those who gave an accurate driver schedule, but appeared to rush the narrative answers required by later questions.

In setting the pass mark, examiners took into account the relative difficulty of this paper, compared to previous sessions. 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 47% of candidates achieved this level.

The pass mark for the June 2015 R1 (Multiple Choice) paper was 42 and 60.7% of candidates achieved this level.

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