

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 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

Many candidates were able to score high marks in this paper, and responses to questions 1 (driver schedule) and 2 (costing) were generally very good.

The standard of presentation, including the use of language and clarity of layout, was generally higher than was the case in June 2015.

The open book format of this examination allows candidates to research information for their answers from notes and publications. For this reason, the marking criteria for some questions are set to give credit to candidates who successfully apply the information and circumstances given in the case study to the question and who give full, accurate and relevant answers. In this paper, this applies particularly to questions 3 and 5.

Questions 3, 4 5, and 6 required a given number of answers to be provided. In these cases, only the given number of responses is marked. Those candidates who provided more answers than required, perhaps hoping that a 'scattergun' approach would yield marks, would have spent more time than appropriate. Further, correct answers that fell beyond the marking range would not earn marks.

Question 1

This multiple collection and single delivery schedule required careful attention to the details set out in the case study and careful calculation of the driving times to each collection location and to the delivery point.

Candidate performance on this question was generally very good, with a significant number of entirely correct answers given. Common reasons for not earning full marks were:

- Not treating the loading time at Wyesham as break, resulting in an unnecessary further or extended break, or an illegal schedule.
- Taking only a 30-minute break at Wyesham and scheduling an (illegal) drive to Witney.
- Not following the company policy that "breaks may only be taken at our depots".
- Giving "unloading" as the activity at collection points.
- Giving tachograph symbols, only, for the tachograph mode.
- A few candidates ignored the collection points between Manchester and Reading, and scheduled loading at OCR's Manchester depot. These candidates may have earned a mark for the vehicle check, but no further marks.

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 and "loading", "collecting" or "other work" for each collection. Unnecessary breaks resulted in no mark being given for the following line. Marking stopped when an offered schedule was illegal but following lines were adjusted for other errors, with the exception of the final line, where the mark was only given if it was written correctly.

| Start Time | Finish Time | Activity description | Tachograph Mode |
|------------|-------------|--------------------------------|------------------|
| 0700 | 0715 | Start, Checks | Other Work |
| 0715 | 0815 | Drive Stoke-on-Trent (1hr) | Drive OR Driving |
| 0815 | 0845 | Load | Other Work |
| 0845 | 0913 | Drive Cannock (28mins) | Drive OR Driving |
| 0913 | 0943 | Load | Other Work |
| 0943 | 1143 | Drive Wyesham (2hrs) | Drive OR Driving |
| 1143 | 1228 | Break OR Loading | Break |
| 1228 | 1348 | Drive Witney (1hr 20mins) | Drive OR Driving |
| 1348 | 1418 | Load | Other Work |
| 1418 | 1508 | Drive Newbury (50mins) | Drive OR Driving |
| 1508 | 1538 | Load | Other Work |
| 1538 | 1558 | Drive Reading (20mins) | Drive OR Driving |
| 1558 | 1618 | Unload OR Unloading OR Deliver | Other Work |
| 1618 | 1703 | Break | Break |
| 1703 | 2103 | Drive Manchester (4hrs) | Drive OR Driving |

Question 2

Candidates performed very well with this question, with a significant number of correct answers given. The most common reasons for not achieving full marks were:

- Incorrect calculation of distance(s)/times
- Incorrect application of the 15% markup or using an incorrect percentage
- Calculating driver costs for the Paris journey based on only a single driver, while two drivers would be required to complete the journey

A table showing correct answers to this two-part question is shown below. Other methods of calculating answers were accepted, provided they followed the instructions given in the question, and were clear enough for examiners to determine that they were correct.

| | Per trip OR | Annual Total |
|----------------------------|-------------|--------------|
| a) | | |
| Collection routes distance | 698km | 36,296km |
| Running costs | £349.00 | £18,148 |
| Driver costs | £120.00 | £6,240 |
| Other standing costs | £130.00 | £6,760 |
| Total costs for route | £599.00 | £31,148 |
| Markup 15% | £89.85 | £4,672.20 |
| Charge for route | | £35,820.20 |
| x 52 | £35,820.20 | |
| b) | | |
| Paris distance | 1,046km | 27,196km |
| Running costs | £732.20 | £19,037.20 |
| Driver costs | £240.00 | £6,240.00 |
| Other standing costs | £1 40.00 | £3,640.00 |
| Total costs for Paris | £1,112.20 | £28,917.20 |
| Markup 15% | £166.83 | £4,337.58 |
| Charge for Paris | £1,279.03 | £33,254.78 |
| X 26 | £33,254.78 | |

Question 3

This question read as follows:

John Smith has asked you for guidance about how the Working Time regulations affect OCR's drivers.

*Describe **SEVEN** provisions of the Road Transport (Working Time) Regulations 2005 that relate to breaks or to maximum working hours. Do NOT include any provisions that John has mentioned in the Case Study.*

The question clearly requires **descriptions** of **breaks** and **maximum working hours** provisions for **Working Time**. However, a significant number of candidates provided answers that related to Regulation EC 561/2006 and therefore earned no marks.

Answers that did not adequately fulfil the requirement to **describe** did not earn marks. For example, the following answers were not given marks, for the reasons stated below:

- “Working time must be 48 hours a week” is incorrect. The regulations state that the maximum average working time must not exceed 48 hours.
- “Maximum is 60 hours a week” is unclear. The limit of 60 hours is for working time.
- “48 hours - 17 weeks” is not a description.
- “Drivers must take a break after 6 hours” does not clearly describe either the rule that drivers may not work more than six hours consecutively nor that the six hours is working time.

Question 4

Part a) of this question required six actions that the company would have to take immediately to be described. As above in question 3, answers that were not descriptions of actions did not earn marks. Answers that would have been correct in part b), such as “place an advertisement in a local newspaper” were not given marks in part a).

Part b) was generally well answered, although some candidates did not specify that the advertisement must be placed in a local newspaper and/or did not state that the whole page containing the advertisement must be sent to the CLO. Again, answers had to be descriptions to earn marks.

Candidates appeared to find part c) more difficult, with many candidates giving answers not relevant to the company’s circumstances and/or not “with regard to operator licensing”. Marks were given to candidates who clearly stated which vehicle discs were to be placed in the new vehicle and described that a certified copy of the Community Licence must be placed in the vehicle.

Question 5

Part a) asked for six safety inspection facilities that are recommended by the DVSA Guide to Maintaining Roadworthiness and gave candidates the opportunity to demonstrate ability to research information. This part was generally very well answered, but a number of candidates offered “exhaust testing equipment”, which is not listed in the current version of the DVSA Guide.

Part b) was also well answered, with candidates giving “safety inspection sheets”, “inspection manual” and/or “suitable contract/maintenance agreement”. Those who stated that the contracted garage was responsible for the maintenance planning chart, daily defect sheets and/or keeping maintenance records for 15 months did not earn marks for these responses.

Part c) yielded the full two marks for those candidates who correctly identified a six-week safety inspection interval because line B (General Haulage) applies, with an annual distance of 125,000km.

Question 6

This question was problematic for a number of candidates, who gave answers that were not related to CMR or who did not explain why each action should be taken. The case study described the candidate as “based at OCR’s Manchester depot”, making it unrealistic to expect actions that “you” should take to include checking the load in Reading.

Answers that did earn marks included:

- Obtain OR complete CMR Consignment Notes, **because** they must be carried on the journeys.
- Obtain CMR Insurance OR sufficient/higher/suitable Goods in Transit Insurance, **because** liabilities under CMR are higher than for UK journeys OR **because** UK Goods in Transit Insurance may not cover liabilities under CMR.
- Ensure that the load is checked **because** any reservations must be entered on the consignment note OR **because** OCR may be liable for damage/loss
- Train drivers/staff in CMR requirements **because** OCR must manage these risks.

OVERALL PERFORMANCE

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 31 and approximately 53% of candidates achieved this level.

The pass mark for the September 2015 R1 (Multiple Choice) paper was 42 and 43.55% of candidates achieved this level.

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