

Vocational Qualifications (QCF, NVQ, NQF)

CPC (Certificate of Professional Competence)

Level 3 CPC (Certificate of Professional Competence) for Transport Managers (Road Haulage) - **05669**

Unit R2: Certificate of Professional Competence for Transport Managers (Road Haulage) - **05689**

OCR Report to Centres March 2016

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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 seemed well prepared for this paper and were able to score high marks. The general standard of presentation was a further improvement on the previous session.

This case study paper contained relatively straightforward scheduling and costing questions, alongside questions where candidates were able to apply their knowledge by researching information from study notes etc. These factors were reflected in the higher pass mark set. This cohort produced an above average performance, and this is reflected in the higher % pass rate for the paper. Details of the pass mark and pass rates are to be found at the end of this report.

Question 1

Most candidates correctly identified from the case study that Devron's vehicles would carry only its own goods and gave "Restricted operator licence" in part a). Almost all candidates understood that Devron would have to apply for an operator licence and identified the GV79 to be submitted (part b)).

Part c) proved more challenging for those candidates who did not take note of the instruction in the question to give answers, "other than the undertakings specified in the application". As Devron would apply for a Restricted operator licence, there were no marks given for answers about a professional competence requirement. Otherwise, this part was well answered, with correct responses including the following:

- Good repute OR disclose convictions
- Fitness to hold an operator licence
- Financial standing OR submit financial evidence
- Appropriate maintenance arrangements
- Satisfactory arrangements to follow rules
- Newspaper advertisement placed
- Suitable operating centre
- GV79 and accompanying documents submitted in full

Part d) required four documents that Devron must submit to the Traffic Commissioner, in addition to the application form and fee. Again, there were no marks given for stating these two items.

Some candidates gave full descriptions of the documents, and their purpose. This unnecessary effort for a "give" question would have taken valuable time that could have been more productively spent on other questions. Centres and candidates are reminded that guidance about the command words used, and the sort of answers that are required, can be found in the Syllabus, Student & Tutor Guide, available on the OCR website.

Question 2

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 a correct tachograph mode. Unnecessary activities 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.

Some candidates ignored the instruction given in the question, that tachograph symbols were not acceptable for the tachograph mode, although there was no penalty for giving symbols and descriptions. The following entries for the tachograph mode were accepted, where appropriate, and even when given in the 'Activity description column':

- Other work OR Work or O/W
- Driving OR drive [with destination stated]
- Break OR WT break OR Driving break (but 'Rest' was not accepted), unless 'break' was given in the activity description
- POA or Period of Availability (for some of the time on board the ferry)

Start time	Finish time	Activity description	Tachograph mode
1920	1930	Vehicle pre-use checks	Other work
1930	1950	Drive from Atherstone to Hinckley	Driving
1950	2005	Locate, couple & checks (trailer)	Other work
2005	2015	Seals & paperwork	Other work
2015	0025	Drive towards Dover port	Driving
0025	0110	Break	Break
0110	0130	Continue driving to Dover	Driving
0130	0200	Embark ferry	Driving
0200	0405	Ferry crossing Dover to Calais	Break
0405	0415	Disembark ferry	Driving
0415	0715	Drive to Lot OR Belgium	Driving
0715	0745	Sampling	Other work
0745	0845	Discharge tank	Other work
0845	0945	Drive to Meer or tank-wash	Driving
0945	1005	Uncouple trailer for washing	Other work

Candidates who combined that activities between 1950 & 2015 and/or between 0715 & 0845 earned two marks for each, provided that correct activity descriptions were given.

Question 3

This costing question was generally very well answered, with workings clearly shown. An example of a correct answer is given below.

Cost item	Workings	Costs
Vehicle/semi-trailer depreciation	$£0.31 \times 1,250 =$	£387.50
VED and motor insurance	$3,250.00/250 \times 2 =$	£26.00
Other standing costs	$£0.08 \times 1,250 =$	£100.00
Drivers basic wage	$£110 \times 2 =$	£220.00
Overnight allowances	$1 \times £30$	£30.00
Fuel (1 mark for workings, 1 mark for £590.00)	$1,250/2.5 \times £1.18$ OR $£1.18 \div 2.5 \times 1,250\text{km}$ OR $£0.472 \times 1,250\text{km}$ OR $500 \text{ litres} \times £1.18$	£590.00
Ferry cost	$£12.50 \times 15 \times 2 =$	£375.00
Tyres	$1250 \times 0.04 =$	£50.00
Eurovignette	$€16.00 \times £0.81 =$	£12.96
Tank-wash and parking	$€78.00 \times £0.81 =$	£63.18
Total Cost		£1,854.64

Candidates who rounded the per kilometre rate for fuel to £0.47 produced an incorrect total and did not earn marks.

Question 4

The majority of candidates correctly identified group 8 drivers as entitled to drive the vehicles in all three parts of this question.

In part a), drivers in groups 3, 6 and 7 would **also** be entitled to drive a rigid milk tanker.

In part b), none of the drivers from other groups would be entitled to drive an articulated lorry.

In part c) drivers in groups 3 and 7 would **also** be entitled to drive a rigid milk tanker with one of the drawbar trailers attached.

The driver in group 5 was described as having restriction code 103 on his/her driving licence (“subject to certificate of professional competence”). While this code may be unusual, or even unlikely to appear, candidates should not have assumed that the restriction would not apply and no marks were given for this group in any part of this question.

Question 5

This question about redundancy allowed candidates to apply their knowledge on the subject, using supporting materials to inform their answers. Many candidates quoted from teaching notes verbatim, with some not relating their answers to the fifteen employees to be made redundant and/or not giving actions that the company must take. For example, stating that Devron would not have to notify the Secretary of State did not earn a mark.

Correct answers included

- Offer alternative employment
- Give notice to the employees in line with contracts of employment
- Issue redundancy notices
- Allow time off with pay to seek employment or to attend training
- Allow a 4-week trial in a suitable job
- Calculate (or pay) redundancy pay
- Select the drivers for redundancy fairly
- Calculate (or pay) holiday pay
- Inform the drivers
- Allow the drivers to be represented
- Invite volunteers
- Select in the best interests of the company

These answers, although brief, would qualify as “outlines”, whereas one or two word answers may not. For example, “redundancy pay” alone does not *outline an action* that Devron must take.

Question 6

This question required candidates to outline **EIGHT** trigger ‘events’ that could negatively affect Devron’s prospective OCRS score. As in question 5, answers had to satisfy the “outline” requirement to earn a mark.

The “trigger events” are set out in Government guidance about the OCRS, as the following serious events that would put an operator straight into the red band:

- exceeding the maximum 6 day or fortnightly driving time limits by margins of 25% or more
- exceeding, during a daily working period, the maximum daily driving time limit by a margin of 50% or more without taking a break or without an uninterrupted rest period of at least 4.5 hours
- using a fraudulent device able to modify the records of the recording equipment
- not having speed limited although required by Community law
- using a fraudulent device able to modify the speed limiter
- falsifying record sheets of the tachograph
- falsifying data downloaded from the tachograph and/or the driver card
- driving with a driver card that has been falsified
- driving with a driver card of which the driver is not the holder
- transporting dangerous goods without identifying them on the vehicle as dangerous goods, thus endangering lives or the environment to such an extent it leads to a decision to immobilise the vehicle

These answers were accepted, as were credible outlines of less serious events that could negatively affect Devron’s OCRS. Candidates who outlined positive events, or described the actions that Devron should take to avoid negative scores, did not earn marks for those answers.

OVERALL PERFORMANCE

In setting the pass mark, examiners took into account the relative difficulty of this paper, compared to previous sessions, finding that it was less challenging. 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 32 and approximately 65% of candidates achieved this level.

The pass mark for the March 2016 R1 (Multiple Choice) paper was 42 and 52.3% of candidates achieved this level.

OCR (Oxford Cambridge and RSA Examinations)
1 Hills Road
Cambridge
CB1 2EU

OCR Customer Contact Centre

Skills and Employment

Telephone: 02476 851509

Fax: 02476 421944

Email: vocational.qualifications@ocr.org.uk

www.ocr.org.uk

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OCR (Oxford Cambridge and RSA Examinations)
Head office
Telephone: 01223 552552
Facsimile: 01223 552553

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