

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

## General Comments

As was the case in the R2 paper for recent sessions, many candidates seemed well prepared for this paper and were able to score high marks. Generally, answers were well presented in line with the requirements of each question and related to the information provided in the case study.

## Question 1

This straightforward vehicle loading/allocation question was very well answered, with a majority of candidates achieving full marks. Generally, candidates completed the table provided and followed the requirement to identify the type of vehicle to be allocated to the eight routes.

## Question 2

An example of a correct schedule is given below.

0530	0545	Checks or Other work
0545	0645	Drive Eschweiler
0645	0745	Load or Other work
0745	1045	Drive Ghent
1045	1130	Load or Other work
1130	1145	Break
1145	1215	Drive Coquelles
1215	1245	Break
1245	1500	Drive Coquelles
1500	1435 OR 1535	Le Shuttle or crossing or break or Channel Tunnel
1435	1650	Drive Southampton
1650	1720	Break
1720	1820	Drive Southampton

Marks were awarded for correct start and finish times for each line, with an appropriate activity description, including a correct destination for each driving period. Unnecessary activities resulted in no mark being given for the following line. Marking stopped when an offered schedule was illegal or the train was not taken at 15.00hrs, but following lines were adjusted for other errors.

The schedule required more than six hours of work, before the driver would reach 4½ hours of driving. This required a 15-minute break at 11.30hrs (breaks to be taken as late as possible and for the shortest possible time). Some candidates did not schedule this break, and could achieve a maximum of 5 marks. Others scheduled a 30-minute or 45-minute break and could achieve less than full marks.

Common mistakes included not changing to local time on arrival in France, giving unnecessary, or too long, breaks and/or rests, and scheduling embarkation and disembarkation that were both included in the average speeds.

In part b) many candidates appeared to be confused by the time difference, travelling back to the UK. The driver starts at 05.30hrs (German time) and finishes at 18.20hrs (UK time). This represents 13 hours and 50 minutes elapsed time, leaving 1 hour and 10 minutes for other duties before the maximum shift length of 15 hours is reached. For those who did not successfully complete the driver schedule, the 13 hours 50 minutes could be calculated by adding the times spent on each activity.

### Question 3

Part a) of this costing question was generally very well answered, with clear financial reasons outlined. These included answers that referred to there being no additional mileage, the possibility of further work from the freight forwarder, the contribution of the income to costs and that the income would be greater than the marginal cost. Examiners accepted a range of wording choices, provided that answers adequately gave an outline of a financial benefit.

Part b) was also well answered, although some candidates did not follow the instruction to give totals for each of Standing Costs and Running costs. Some candidates did not allocate costs between Standing and Running costs, as defined in the case study.

The following answers earned marks, with credible alternative calculation methods accepted, provided that they followed the requirements set out in the notes to the question.

Depreciation	£60.40
Other Standing costs	£95.00
Driver wages	£125.00
Total standing costs	£280.40
Fuel 116 litres OR Fuel £0.20 per km	
Fuel 696 x £1.20 ÷ 6	£139.20
Maintenance & tyres cost £257.52	£257.52
Expense allowance £36.45	£36.45
Channel Tunnel cost	£225.00
Total running costs £658.17	£658.17
Total cost £938.57	£938.57

#### Question 4

The majority of candidates correctly identified the 15-month minimum period for retaining vehicle maintenance records. However, those who gave 12 months or 24 months are reminded that the open-book format of the exam allows candidates to research their answers for certainty.

In part b), most candidates correctly gave MOT tests as an activity that the company could not carry out in its own workshop, a smaller number correctly identified tachograph calibrations, tachograph repairs, removal of prohibition notices and/or vehicle plating.

Candidates who gave activities that could be carried out by the company are reminded to read each question carefully.

#### Question 5

This multi-part question addressed different aspects of the company's plans to operate to/from Germany and within Germany.

The first two parts concerned cabotage operations, with the company permitted to carry out 3 journeys in the first 7 days, and no journeys thereafter.

The next two parts concerned VAT. For the international deliveries and collections no VAT would be charged (zero-rated or zero VAT were also accepted) and the customer's German VAT registration number must be verified. For VAT paid in Germany, answers that outlined the need to retain VAT receipts were accepted, but no marks were given for registering on the HMRC VAT portal as the company was already operating to and from Germany and would be expected to be already so registered. For the cabotage operations, the usual requirements would be to register for VAT in Germany and charge German VAT. However, there are circumstances when the 'Reverse Charge' procedure would be applied, and these answers were also accepted.

The next two parts concerned the conditions of carriage to be applied. For the international journeys, CMR would apply, but German conditions (or, "as agreed with each customer") would apply.

The appropriate insurance policy for the international journeys is CMR insurance, although examiners accepted 'Goods in Transit' insurance answers that referred to the potentially higher liabilities. For the cabotage journeys, examiners accepted Goods in Transit insurance or CMR insurance.

#### Question 6

Part a) of this question was very well answered by most candidates. However, some candidates did not show all of their workings and others used out of date amounts. Those who used the Euro amounts and converted to Sterling at the exchange rate given in the case study did not earn marks.

Part b) was also well answered, although common incorrect responses included the company's certificate of incorporation and some marks were foregone by not providing enough detail to identify the document required. For example, a 'landlord's letter' must be one that gives permission for vehicles to be parked, and a letter that gives such permission must be from the landlord; Certificates of Professional Competence must be originals; and it is the whole page of the local newspaper containing the advert that must be sent.

**OVERALL PERFORMANCE**

In setting the pass mark, examiners took into account the relative difficulty of this paper, compared to previous sessions, finding that the notional pass mark of 30 was appropriate. 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 30 and approximately 66%% of candidates achieved this level.

The pass mark for the September 2016 R1 (Multiple Choice) paper was set at 41 and 59.3% of candidates achieved this level.

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