

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 June 2017

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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

This paper proved to be more challenging for candidates than recent case study exams. This may be because of the greater length of the case study and the depth of information within it. The placement of the scheduling and costing questions as the last two questions may also have had an impact.

Despite the length of the case study, almost all candidates had time to give answers to all questions.

It was notable that many candidates answered that 'Lola', or 'Lowler' examinations were required (Question 2); that 'breaks' should be checked by drivers (Question 3); that 'waist' carrier registrations are required (Question 4); and scheduled 'brake' periods (Question 5). I mention this to remind students and centres that candidates are not penalised for spelling and grammar mistakes, provided that answers are clear, unambiguous and otherwise correct. Marks are not awarded where examiners simply cannot decipher what has been written, or when the wording given requires examiners to guess what the candidate means.

Questions that use command words "outline", "explain" or "describe" require clear sentences in response for marks to be earned. Very general answers often appear as guesses and are unlikely to earn marks.

Question 1

Most candidates appeared to cope well with the amount of information provided on pages 6 and 7 of the case study, to be read in conjunction with the details of the proposed day's work on page 4.

In part a) answers that clearly indicated whether each driver could or could not drive on the journey were accepted. For example, "can" or "yes" and their opposites earned marks for drivers 2 and 4.

Driver 1 cannot drive on the journey because "he has already driven over 9 hours twice in this fixed week". Answers that stated that the job would mean that the driver would exceed 9 hours driving 3 times or that the run involves more than 9 hours of driving were accepted.

Driver 3 cannot drive on the journey "because he needs to start a Regular weekly rest by 05.00 today". Candidates who stated that the driver needs to take a weekly rest also earned a mark, but it was incorrect to state that the driver would work on six consecutive days.

Driver 5 cannot drive on the journey "because he would exceed 60 hours of work". Answers that stated that this driver has already worked for 50 hours also earned a mark.

Question 2

Most candidates identified annual MOT tests and 2-yearly tachograph calibrations, although some candidates gave incorrect answers relating to analogue tachographs that the company does not have in its fleet.

Annual LOLER examinations for the skip loader, the tail lift and the lorry mounted crane earned marks, as did 6-monthly LOLER examinations of passenger-carrying tail lift and chains, straps and/or slings.

Question 3

There were significantly more than ten available correct answers to this question, which aimed to test candidates' ability to write a set of driver instructions relevant to the fleet of vehicles described in the case study and adhering to the requirements in the question.

Marks were not earned for items that did not outline actions to be completed by the drivers, for answers that repeated items already given in Mehmet's draft, or for answers that related to equipment not used by the company, such as trailers.

Question 4

This question required candidates to apply their knowledge to the circumstances described in the case study. It was not generally well answered.

Some candidates needed to follow the instruction to describe nine offences, or breaches committed. The Syllabus, Student & Tutor Guide, in describing what is required for answering this type of question, states, "These verbs ask candidates to do more than just give a simple answer. A broad definition of each of them is, 'characterise, give the main features or various aspects of, summarise'. We expect candidates to give details or a description. A few words or a list, will not be enough. Candidates should ask themselves 'HOW?' and make sure that those details are covered in their answer"

Thus, answers that simply stated that the company "has too many vehicles" or "drivers exceed their hours" did not earn marks. Answers that did earn marks included the following, with clear alternative wording accepted for each:

- The company operated too many vehicles at Freight Yard operating centre (there was no evidence in the case study that the company exceeded the number of vehicles authorised at Industrial Park)
- The company uses an unauthorised operating centre (Head Office)
- The company's vehicles carry goods for hire & reward (or fee) on a Restricted operator licence
- The company is not keeping maintenance records (or vehicle files) for 15 months, OR only keeps maintenance records for 13 months
- A driver [Driver 1] exceeded the 10-hour night worker duty limit (it is not an offence for the company not to have a workforce agreement)
- A driver [Driver 4, twice] took insufficient driving breaks
- The company did not notify the Traffic Commissioner/CLO of the change in maintenance arrangements
- The company did not return or destroy the vehicle disc for the 'scrap' vehicle at Head Office
- The company did not notify the Traffic Commissioner/CLO of vehicle changes. There was one mark available for the 3 changes, counted as one response, but no mark was given here for answers that only mentioned the 3.5t van.
- The company's Waste Carrier registration/licence has expired OR no current waste carrier licence

Question 5

Most candidates gave credible driver schedules for this straightforward question, although many did not follow the instruction to schedule breaks as late as possible. A key feature for this question was that the 30-minute waiting time at Rotherham should have been scheduled as a Period of Availability.

Candidates who scheduled the period between 16.30 and 17.00 as break, and scheduled a further 30-minute break en route to Thirsk at 19.00 earned 10 marks, provided all other lines were correct.

An example of a correct schedule is given below.

Start time	Finish time	Activity description	Tachograph mode
0720	1150	Drive to Durham	Driving
1150	1235	Break	Break
1235	1300	Drive to Durham	Driving
1300	1325	Loading (no mark for <u>unloading</u>)	Other Work OR O/W
1325	1630	Drive to Rotherham	Driving
1630	1700	Waiting at Rotherham	POA
1700	1800	Unloading (no mark for <u>loading</u>)	Other Work OR O/W
1800	1900	Drive to Thirsk	Driving
1900	1945	Break	Break
1945	2030	Drive to Thirsk	Driving
2030	0730	Rest	Rest

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 if loading or unloading were omitted.

Question 6

Only a few candidates earned six or more marks for this costing question. Common mistakes were giving year 1 depreciation for the vehicle, which the company acquired more than a year ago; giving a full day's worth of standing costs for the half-day journey; ignoring the 240 days' use of the vehicle; and using incorrect distance for running costs.

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An example of a correct answer is given below. Alternative correct methods of calculation were accepted.

Vehicle purchase price	£78,000
Year 1 depreciation at 20%	<u>£15,600</u>
Value, start of year 2	£62,400
Year 2 depreciation at 20%	<u>£12,480</u>
£12,480 ÷ 240 days = £52 ÷ 2 = Depreciation	£ 26.00
Wages £28,000 ÷ 240 days = £52 ÷ 2 =	£ 60.00
Other standing costs £60,000 ÷ 240 days = £52 ÷ 2 =	£125.00
Fuel £0.90 ÷ 4 km/l =£0.225 x 128km =	£ 28.80
Maintenance £12,000 ÷ 30,000km x128km =	£ 51.20
Tyres £1,200 ÷ 30,000km x128km =	<u>£ 5.12</u>
Total cost	£296.12
Mark up 15%(£44.41 and £44.42 were accepted)	<u>£ 44.41</u>
Charge to customer (£340.53 and £340.54 were accepted)	<u>£340.53</u>

OVERALL PERFORMANCE

In setting the pass mark, examiners considered the relative difficulty of this paper, compared to previous sessions, finding that the notional pass mark of 30 would be too high. 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 27 and approximately 50% of candidates achieved this level.

The pass mark for the June 2017 R1 (Multiple Choice) paper was set at 42 and 45.23% of candidates achieved this level.

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