

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 December 2017

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Reports should be read in conjunction with the published question papers and mark schemes for the examination.

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General Comments

The standard of presentation of answers for this session was fairly high, with fewer unreadable answers and an improved attention to detail.

Some candidates provided answers on inserted blank sheets rather than using the supplied additional sheets at the back of the answer booklet. Although these were marked, I must remind centres that blank paper is not permitted in the exam room and that the additional sheets must be used, referenced to the appropriate question number.

This paper did not contain 'traditional' driver schedule and costing questions, although these required subjects were covered in questions 2, 5 and 6. Candidates and centres should remember that, while it is important for students to practice past papers, there is no substitute for learning basic principles of the syllabus subjects. Knowledge and understanding of these basic principles and the ability to apply them is essential if candidates are to pass the examination.

Question 1

This question tested candidates' knowledge of conditions of carriage, in this case the standard RHA set; when CMR conditions of carriage must apply, and how; and the underlying principle that compensation for loss or damage to a customer's goods is limited to the amount suffered.

In part a) most candidates identified from the case study that UK conditions apply to the loss of the load on 2 October, 2017 and calculated the liability at (1.5 tonne x £1,300) £1,950. This amount would apply under the conditions of carriage as it is less than the load value of £2,300, given in the case study.

In part b) fewer candidates identified that the loss of part of the load on an international journey for hire and reward would be subject to CMR conditions of carriage. Of those who did use the correct conditions, many calculated the value of the one lost box ($£7,350 \div 10 = £735$) but did not follow the instruction in the question to show all workings – the potential for CMR conditions to result in a higher compensation amount. This calculation gave ($2,450\text{kg} \div 10 = 245\text{kg} \times 8.33\text{SDR} \times 1.12$) £2,285.75, which would not apply. Candidates who rounded the calculations differently could produce an answer of £2,285.85 and were credited for that.

Question 2

This question required candidates to apply their knowledge across multiple syllabus areas, interpreting the circumstances described in the case study to identify and describe breaches of operator licence undertakings and offences that Stan had committed.

The question did not ask for breaches and offences committed by Brian and specified that the case study contained all the information needed, with no need to assume events or facts. The question also instructed candidates to include enough detail to identify each

offence or breach. Thus, vague answers, such as “broke drivers hours rules” or “had wrong operator licence” or “did not keep records for payments to Brian” did not earn marks.

The following 25 answers were available (with similar, clear wording accepted). When Stan repeated offences, marks were given for any occurrence, but only one mark for each type of offence.

1. Did not notify change of maintenance provider OR Stan maintaining vehicles although Brian nominated
2. Did not keep maintenance records OR safety inspection records for 15 months
3. No professionally competent person OR CPC holder OR transport manager employed/active OR did not notify TC about Margaret's departure
4. Does not take sufficient Weekly Rest OR works during Weekly Rest
5. Did not register for VAT when over threshold
6. Did not issue contract of employment to Brian
7. Did not operate PAYE OR did not deduct tax & NI from payments to Brian
8. Did not issue payslips to Brian
9. Operated/hired unauthorised vehicle (candidates were required to make it clear that it was operating the two lorries that caused the breach, not including the 3,5t van.
10. Towed without number plate on rear
11. Driving lorry with trailer OR towing without C+E OR only C
12. Causing OR permitting OR allowing Brian to drive without Driver Qualification Card OR DQC OR DCPC
13. Causing OR permitting OR allowing Brian to drive without digital tachograph driver card
14. Did not notify/report to DVSA about loss of Driver Qualification Card OR DQC
15. Driving without Driver Qualification Card OR DQC
16. Driving for hire and reward outside UK without International operator licence
17. Carried dangerous goods in unmarked vehicle
18. Did not appoint DGSA
19. Recorded break OR rest while doing other work OR dealing with police (14.00 to 15.30)
20. Insufficient working time break at 21.30 OR exceeded 6 hours continuous work
21. Insufficient daily rest OR exceeded 15 hours spreadover/shift at 20.00 (Stan did take a valid rest period between 20.00 on 16/11/2017 and 05.00 on 17/11/2017).
22. Exceeded 4.5 hours driving with only 30 minutes of break 10.45 to 19.35
23. Exceeded daily driving time OR exceeded 10 hours driving
24. Exceeded working time limit of 60 hours in week
25. Exceeded 10-hour work limit as a night worker

Question 3

This multi-part question tested candidates' knowledge about vehicle walkaround checks, following the guidance provided in the DVSA Guide to Maintaining Roadworthiness (one of the documents specifically mentioned in the 'guidance on teaching' section of the syllabus for area G5 and listed among the 'useful documents' in Appendix 5, both in the Syllabus, Student and Tutor Guide, available on the OCR website.

Part a) was generally very well answered, with candidates outlining that the purpose of vehicle walkaround checks is to check that the vehicle is roadworthy. Answers that outlined preventing vehicles with defects being used OR identifying defects/faults also earned the mark.

Fewer candidates earned the mark for part b), with many stating that the driver is always responsible for any defects/faults found. The Guide to Maintaining Roadworthiness says that

this is only the case when, “they are considered partly or wholly responsible for the existence of defects found on the vehicle”. Candidates who gave outlines concerning inadequate vehicle checks, no vehicle checks, or knowledge of the defect/fault also earned the mark.

Part c) was extremely well answered, with the vast majority of candidates stating that the driver or responsible person should complete the checks. A ‘competent’ person was also accepted, as were “Stan” and/or “Brian”.

The DVSA Guide to Maintaining Roadworthiness states that checks should be undertaken **before use** and **when a second/new driver takes over a vehicle**. Answers such as ‘when changing vehicles’ were also accepted and many candidates earned both marks. The Guide does not suggest that checks should be completed after breaks or after a ferry journey.

Part e) asked how often checks must be carried out. The Guide specifies **one check in 24 hours** (“daily” was also accepted).

In part f) most candidates outlined three appropriate actions, including reporting/recording the defect, rectifying the defect and keeping the rectification records for at least 15 months.

Part g) was extremely well answered with almost all candidates earning the mark by outlining a credible occasion when another person might be needed to assist. Acceptable answers included checking brake lights, checking for air leaks, and when unsure.

Question 4

When Stan returned to his vehicle at 22.25hrs on 17 November, after taking a break, he should have **taken some actions** to minimize the possibility of being prosecuted for carrying clandestine immigrants or for trafficking in illegal substances.

These actions would **not** include the following:

- Check the load / spaces between load (at this point, the lorry was empty)
- Check the curtains (Stan was driving a box-bodied lorry)
- Check the trailer (Stan does not tow a trailer on this journey)
- Volunteer for ‘immigration’ check (he is not at the port)
- Use port facilities (he is not at the port)
- Park somewhere secure (too late, he has already been away from the vehicle)
- Not leave the vehicle unattended (again, too late)

Most candidates achieved marks on this question, but many did not relate their answers to Stan’s circumstances.

Question 5

In part a) candidates were required to identify GB Domestic Rules (“domestic” was sufficient to earn the mark).

Although many candidates gave the correct answer to part a), some did not give requirements of these rules. Answers relating to Regulation EC 561/2006 and working time regulations did not earn marks. Brian would be exempt from record keeping requirements when he drove the 3,500kg GVW van and the multiple answers about record books did not earn marks.

A similar question was set in the R2 paper for March 2014 and the acceptable answers given in the Chief Examiner report for that session also apply here:

- Daily driving time no more than 10 hours
- Driving time includes any off-road driving
- Driving under EU rules counts towards the driving and duty limits under Domestic rules*
- A day is 24 hours from start of duty
- The fixed week runs from Monday to Sunday (midnight)
- Duty time includes all driving & work (Duty time excludes break and rests was also accepted)
- Driver must take adequate breaks (not strictly a GB Domestic Rules requirement, but accepted)
- Driver must take adequate rest periods (not strictly a GB Domestic Rules requirement, but accepted)
- Maximum duty time is 11 hours on driving days
- Driver is exempt from the 11 hour duty limit if driving no more than 4 hours on each day
- Driver may depart from these rules in an emergency

* Answers that stated that the domestic driving counted as duty time for EU Rules did not describe a requirement of GB Domestic Rules and did not get a mark.

The following answers were also accepted as requirements of the rules, even though they refer to negatives rather than things that a driver must do.

- No records are required to be kept
- Driving and duty times under EU rules cannot be counted as a rest or break under Domestic rules
- There are no specific requirements for breaks or rests

Question 6

This four-part costing question required candidates to:

- Calculate fuel budgets and maintenance & tyre budgets for the 3,500kg GVW van **and** the 7,500kg GVW lorry **separately, with totals for each vehicle.**
- Calculate the **rate per km** for running costs for the 3,500kg GVW van.
- Calculate the **rate per km** for running costs for the 7,500kg GVW lorry.

An example giving correct answers is given below. Candidates were not penalised for rounding differences if they followed the instructions given in the question, and there was a range of answers to all parts that also earned marks.

Part a) (i)

VAN

37,500km x £1.20 / 7 OR 37,500km / 7 = 5,357.14 litres x £1.20 = **£6,428.57**

LORRY

23,000km x £1.20 / 6 OR 23,000km / 6 = 3,833.33 litres x £1.20 = **£4,600.00**

TOTAL

£11,028.57

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