

## **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 2018**

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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

Results showed a wide range of candidate outcomes with less around the usual 30-mark level. Well prepared candidates who answered the questions asked, following the directions given and applying the circumstances given in the case study, earned high marks in this paper.

### Question 1.

This driver schedule question proved straightforward for candidates who determined the correct sequence of events and applied the scheduling rules outlined in the case study.

Some candidates omitted the drives to and from the Immingham depot and some did not collect and/or deliver trailers. The question referred candidates to details of the journey in “Project 1”, but some candidates scheduled the driver to visit Felixstowe, Southampton, Crewe, Heysham and/or Liverpool.

The following schedule would earn full marks. Marking stopped if schedules became illegal. Other errors did not earn marks but subsequent lines were adjusted, subject to the “not before” and “not after” notes. These applied because of the arrival and departure times of the ferries and the availability of paperwork.

Start Time	Finish Time	Activity	Tachograph Mode
23:40	23:50	Sign On/Vehicle Checks	Other Work
23:50	00:00	To Immingham Docks	Drive
00:00 not earlier	00:10	Collect paperwork	Other Work
00:10 (not before 22:00)	00:20	Trailer Checks	Other Work
00:20	06:20	To Portsmouth Docks	Drive
06:20	06:30	Deliver trailer	Other Work
06:30	11:00	POA	POA
11:00 (not earlier)	11:10	Collect paperwork	Other Work
11:10 (not before 09:00)	11:20	Trailer Checks	Other Work
11:20	17:20	To Immingham Docks	Drive
17:20 (not after 17:50)	17:30 (not after 18:00)	Deliver trailer	Other Work
17:30	17:40	To Immingham Depot	Drive
17:40	17:55	Refuel OR wash	Other Work

### **Question 2.**

This three-part question for seven marks tested candidates' knowledge of Value Added Tax. It was possible for candidates to research their answers from notes and learning materials brought into the open book exam.

In part (a), the rate of VAT to be applied is 20%, because this is the Standard VAT Rate for a supply to a UK-based company.

In part (b), CCD would apply Zero Rate VAT and would have to verify the Ireland customers' VAT registration number. This question did not ask for a reason why VAT would not be charged, and candidates are reminded to read all questions carefully.

Most candidates were able to provide three details that CCD must include on the VAT invoices it issues (part (c)). Marks were awarded for details required because CCD is a limited company as well as those required by VAT legislation.

### **Question 3.**

In part (a), the reason why any movements completed by CCD to and from customers in Ireland are not covered by the CMR Convention is because movements between UK and Ireland are specifically exempted. The case study describes CCD's activities (Page 2, "Background") and those who answered that unaccompanied containers are not subject to CMR did not earn marks. Again, it is important that all questions be read very carefully.

Part (b) was well answered by those who gave details that **must** be entered on the CMR consignment note. Candidates who simply copied various CMR rules from notes did not earn marks.

### **Question 4.**

This question addressed operator licensing. A number of candidates found this question challenging.

Part (a) required the online application to be described. "GV81" is not a description and did not earn a mark. Answers that described an application to add a new operating centre or to make a major change or to apply for a major variation did earn the mark.

Part (b) required a description of what CCD would have to do if it did not have an internet connection. Many candidates earned marks for describing the submission of a paper form to CLO or the Traffic Commissioner (the destination was required to earn the mark), but very few described the requirement to first obtain the GV81 form from CLO, for the second mark.

Part (c) proved exceptionally difficult. The following answers earned full marks.

- (i) Heysham 15 vehicles + Crewe 15 vehicles = 30 vehicles. 60% of 30 = **18 vehicles**.  
Heysham 22 trailers + Crewe 23 trailers = 45 trailers. 40% of 45 = **18 trailers**.
- (ii) Authorisation required at Liverpool:  
Heysham 15 vehicles + Crewe 15 vehicles = 30 vehicles. 60% of 30 = 18 vehicles.  
30 vehicles + 18 vehicles = **48 vehicles**  
Heysham 22 trailers + Crewe 23 trailers = 45 trailers. 40% of 45 = 18 trailers.  
trailers + 18 trailers = **63 trailers**.
- (iii)  $8 \times £4,400 = \mathbf{£35,200.00}$  (the question asked for the additional funds required –  
48 vehicles – 40 vehicles = 8 vehicles. Current authorisation is for 20 + 20 vehicles.

### **Question 5.**

The majority of candidates earned high marks for this depreciation question. Common mistakes included not deducting the cost of the initial tyres set (later lines were adjusted for this error, allowing a maximum 4 marks to be earned) and not showing the annual depreciation figures (a maximum of 4 marks could be earned).

The question required all workings to be shown and specifically mentioned annual depreciation; candidates who took the shortcut of multiplying the previous year value by 80% could not achieve full marks.

Marks were awarded for the bold items in the model answer below.

$$£101,718.75 - £2,500 = \mathbf{£99,218.75}$$

$$£99,218.75 \times 20\% = \mathbf{£19,843.75}$$
 (year 1 depreciation)

$$£99,218.75 - £19,843.75 = \mathbf{£79,375} \times 20\% = \mathbf{£15,875}$$
 (year 2 depreciation)

$$£79,375 - £15,875 = \mathbf{£63,500} \times 20\% = \mathbf{£12,700}$$
 (year 3 depreciation)

$$£63,500 - £12,700 = \mathbf{£50,800}$$
 (final book value after three years)

### **Question 6.**

A significant number of candidates achieved full marks on this slightly more complex costing question, but an equally significant number achieved no marks at all.

Common mistakes included incorrect distance calculations; not showing fuel quantities; not showing fuel quantities to three decimal places; and not showing workings.

The following answer would earn full marks, but alternative calculations that showed fuel quantities to three decimal places and the costs to the nearest 1p were accepted.

(a)  $1,382.5\text{km} \div 4\text{km/l} = 345.625$  litres  $\times$  £0.96 = £331.80

(b)  $1,277.5\text{km} \div 5\text{km/l} = 255.5$  litres  $\times$  £0.96 = £245.28

(c)  $£331.80 - £245.50 = £86.52$

### **Question 7.**

This question addressed the potential change of CCD from a private limited company to a plc. Candidates who read each part of the question carefully and used their knowledge and research materials efficiently achieved high marks.

In part (a), the current issued shares in CCD **are** enough to allow a conversion to a plc because 5,000,000 shares of £.001 gives the required £50,000 share capital. Some candidates miscalculated the share capital to a lower amount; some believed that a greater share capital was required; and some candidates did not outline a reason.

In part (b), the company would have to appoint one additional director and a **qualified** company secretary. Some candidates gave “shareholders”, but they are not appointments.

In part (c), many candidates successfully identified a copy of the **articles**, a copy of the **balance sheet** (“accounts” was accepted) and an **application form** (the form is RR IN01, but examiners gave marks for “application form”, even accompanied by the incorrect IN01).

Other answers, given by some, included a copy of the special **resolution** that the company should re-register as a public limited company; a copy of the **auditors** written **statement**; a copy of the **auditors** unqualified **report**; a copy of the **valuation report**; a **statement of the company's proposed secretary**; and a **cheque** for the fee.

### **Question 8.**

This 4-mark question required candidates to outline in detail four actions that a CCD driver should take before taking over a loaded trailer from a shunter driver. The question was generally well answered, although some candidates did not relate their answers to the **containers** loaded on these trailers, highlighted in the question stem. Thus, answers about securing loads, loading against headboards etc. did not earn marks.

Acceptable answers included:

- Check the trailer or walkaround inspection
- Check twistlocks or check that the container is secured
- Check documentation or check weight
- Check container number
- Check trailer MOT disc
- Check trailer plating certificate
- Check container seal
- Check height
- Check for clandestines
- Record any defects
- Change number plate

Note: the tractor unit should have been subjected to a walkaround check before leaving its depot for the docks, to collect the trailer.

### **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 was appropriate for this session. 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 53% of candidates achieved this level.

The pass mark for the September 2018 R1 (Multiple Choice) paper was set at 42 and 63% of candidates achieved this level.

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