

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 2018

OCR (Oxford Cambridge and RSA) is a leading UK awarding body, providing a wide range of qualifications to meet the needs of candidates of all ages and abilities. OCR qualifications include AS/A Levels, Diplomas, GCSEs, Cambridge Nationals, Cambridge Technicals, Functional Skills, Key Skills, Entry Level qualifications, NVQs and vocational qualifications in areas such as IT, business, languages, teaching/training, administration and secretarial skills.

It is also responsible for developing new specifications to meet national requirements and the needs of students and teachers. OCR is a not-for-profit organisation; any surplus made is invested back into the establishment to help towards the development of qualifications and support, which keep pace with the changing needs of today's society.

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

The standard of presentation of answers was lower than for recent papers, with some answers not clear enough to earn marks. Furthermore, a significant number of candidates are using loose sheets to provide answers rather than the additional pages provided. Some of these were provided by centres, who are reminded that this practice is discouraged. The risk of such sheets being separated from candidates' answers is very high.

OCR provides an "Access to Scripts" service, allowing candidates to review their marked scripts. To help centres and candidates to interpret these effectively, I set out below the meaning of examiners' markings.

- A number, in the right-hand column where space allows, indicates the number of marks awarded for each answer
- A tick indicates an answer that, whilst correct, may not attract a mark
- "x" indicates an incorrect answer
- The total mark for each whole question will be circled at the end of that question
- The answers relevant to the marks given (or not given) may be underlined or circled for clarity
- Examiners will often add brief notes, explaining why a mark has (or has not) been awarded
- Examiners mark scripts using red ink. Some scripts are sampled by a second examiner and in those cases, marks are made using green ink. These scripts will be noted "S1" on the cover and it is the marks in green that will be used. It is important that candidates give answers in blue or black ink only.

Question 1

This five-part question concerned the case study company's operator licence review. In part (a), candidates were asked to state the minimum number of operator licences that OCR must hold and to outline one reason for the answer. The company must hold five licences, because they are needed in each traffic area where they operate vehicles over 3.5t. The second mark was awarded for answers that outlined that no licence was needed in traffic areas where there are no vehicles over 3.5t or that licenses are needed in London & SE, Scotland, West, North East, North West.

Part (b) required candidates to state that OCR must hold a Standard National operator licence as its minimum requirement (the case study did not describe any carriage of goods by OCR outside the UK).

In part (c), the operator licence requirements with regard to transfers of vehicles between operating centres in different traffic areas attracted one mark for each correctly outlined answer, up to three marks:

- No action if transfer for less than 3 months
- Only applies to vehicles over 3.5t (or vehicles subject to operator licensing)
- There must be sufficient margin (or similar outline)
- Transfers must be of suitable vehicles (not breach conditions etc)

- Remove vehicle from original licence after 3 months
- Return or destroy disc (if linked to removal)
- Add vehicle to new licence after 3 months
- Place disc in vehicle (if linked to addition)
- Notify Traffic Commissioner OR CLO (OR online) within 28 days (only if referenced to a required application/notification)

Part (d) required the minimum funds (in pounds) required to meet the financial standing criterion. Four marks were available for:

1 vehicle at £7,950
20 vehicles at £4,400 = £88,000
Total required £95,950

In part (e), the external transport manager at Leeds must work for at least four hours (4 – 8 hours was also accepted), because the operating centre has three (3 – 5 was also accepted) authorised vehicles.

Some candidates stated the company would need an operator licence in every traffic area, apparently not noticing that some depots did not operate vehicles over 3.5t. Some stated that OCR would require a Standard International operator licence, even though there were no international journeys to be completed by its vehicles. Some candidates used out of date amounts for part (d) or gave answers in Euros.

Question 2

This question proved challenging for many candidates. The driving time for each route was generally correctly calculated but fewer answers correctly gave break and loading/unloading times elapsed and even fewer worked back to a correct start time. Three marks were available for each route. An example of a correct answer is given below.

Route 1

Driving 18.6 hours (18 hours 36 minutes)
Stops (3 x 30) 1.5 hours (90 minutes)
Breaks (none, double manned)
Total time 20.1 hours (20 hours 6 minutes)
Leaving time (0600 - 20.1 hours) = 0954hrs

Route 2

Driving 8.8 hours (8 hours 48 minutes)
Stops (3 x 30) 1.5 hours (90 minutes)
Breaks (1 x 45 minutes)
Total time 11.05 hours (11 hours 3 minutes)
Leaving time (0600 - 11.05 hours) = 1857hrs

Route 3

Driving 8.4 hours (8 hours 24 minutes)
Stops (3 x 30) 1.5hours (90 minutes)
Breaks (1 x 45 minutes)
Total time 10.65 hours (10 hours 39 minutes)
Leaving time (0600 - 10.65 hours) = 1921hrs

Route 4

Driving 5 hours

Stops (1 x 30) 0.5hours (30 minutes)

Breaks (1 x 45 minutes)

Total time 6.25 hours (6 hours 15 minutes)

Leaving time (0600 - 6.25 hour)s = 2345hrs

Question 3

This straightforward driver schedule question was generally well answered. The question stated that the vehicle be scheduled to arrive at its finishing depot at 0600hrs and the marks for the final two lines depended on that requirement being met (some candidates scheduled the driver to finish at that time).

An example of a correct answer is given below.

Start	Finish	Activity	Mode
2315	2330	Vehicle check	Other Work
2330	2345	Loading	Other Work
2345	0215	Leeds - Birmingham	Drive
0215	0245	Load/unload	Other Work
0245	0445	Birmingham-Leeds	Drive
0445	0530	Break	Break
0530	0600	Drive Leeds	Drive
0600	0615	Unload (or deliver)	Other Work

Question 4

This question required candidates to calculate the cost of fuel used on the seven trunking routes. It was generally very well answered, although a significant number of candidates provided correct calculations for each route but failed to give the required total.

An example of a correct answer is given below.

40,000kg GVW

Distance (1,395km + 660km)

2,055km

Rate (£0.96 / 8)

£0.12 (or 12p)

Cost (2,055 x £0.12)

£246.60

18,000kg GVW

Distance (630km + 375km)

1,005km

Rate (£0.96 / 10)

£0.096 (or 9.6p)

Cost (1,005 x £0.096)

£96.48

7,500kg GVW

Distance (375km + 855km + 140km)

1,370km

Rate (£0.96 / 12)

£0.08 (or 8p)

Cost (1,370 x £0.08)

£109.60

TOTAL

(246.60 + £96.48 + £109.60)

£452.68

Answers that showed calculations for each of the seven routes were also accepted, with marks awarded for correct distances, rates and costs for each type of vehicle and one mark for the total.

Question 5

This question required candidates to **outline** seven reasons why OCR should continue to use 3,500kg GVW vans, rather than use 7,500kg GVW lorries. Answers that gave reasons to use the larger vehicles (or not to use larger vehicles) did not address the question asked and did not earn marks. The following answers are examples of those that earned marks, with similar wording accepted.

- No need to have drivers with C1 for 7,500kg GVW lorries (only need B for vans)
- Drivers for C1 / 7.5t more expensive
- Drivers don't need Driver CPC (accept DCPC or DQC or Periodic Training)
- Drivers subject to Domestic Rules (or not to EU Rules)
- No tachographs needed
- Vans are not subject to operator licensing
- Don't need transport manager
- Won't affect financial standing requirement
- Easier to manoeuvre
- Lower running costs OR (for one mark each, more fuel efficient, lower maintenance costs, lower tyre costs)
- 7.5t Vehicles need annual MOT's, 3.5t vans only after 3 years
- 7.5t Vehicles subject to more weight, height and width restrictions
- 7.5t Vehicles not as likely to be full
- Lower toll costs
- Lower insurance premiums
- 7,500kg GVW lorry needs speed limiter, 3,500kg vans do not
- Lower VED
- Drivers of 3.5t vehicles can be younger
- No need to upskill drivers to C1
- 3.5t vans have lower emissions

Question 6

Many candidates provided control measures related to loading and unloading OCR's vehicles, rather than outlining the required **risks** involved in these activities. Acceptable answers included the following, with similar outlined wording also given marks.

- Risks from people falling off the vehicle
- Risks of being struck by vehicles such as fork lift trucks involved in (un)loading
- Risks from loads or parts of loads falling off and striking people
- Risks from straps etc under tension springing back and hitting people
- Risks from loads/past loads moving on vehicles during loading/offloading and injuring drivers or other people
- Risks from slips, trips and falls on vehicle beds
- Risks entering OR leaving vehicle
- Risks in manual handling parcels
- Risks using pump trucks OR similar equipment
- Fire risk from flammable parcels/letters
- Noise risk from running vehicles & loading equipment
- Risk from exposure to fumes OR from poor ventilation
- Risk from machinery vibration

Question 7

Most candidates correctly stated that CMR terms and conditions will apply to the journeys under the proposed arrangement with Courital.

In part (b), some candidates included matters described in the case study (the question asked for additional matters) and/or gave matters that would not be included in terms and conditions. Acceptable answers included the following.

- Liability limited to 8.33SDR per kg
- Acts of God (or circumstances beyond control, or force majeure)
- Warranties (or indemnities)
- Claims time limits
- Claims form (in writing)
- Customs clearance
- Right of inspection
- Special interests
- Inherent vice of goods
- Damage caused by moths or vermin
- CMR applies
- Lien
- Subcontracting
- Use of open vehicles
- Jurisdiction (or which courts settle disputes)

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 slightly too high 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 29 and approximately 54% of candidates achieved this level.

The pass mark for the December 2018 R1 (Multiple Choice) paper was set at 42 and 67.9% of candidates achieved this level.

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