

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 March 2019

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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

In the Report to Centres for the December 2018 exam, I reminded Centres that candidates should be discouraged from using loose sheets. I am pleased to report that there was a significant reduction in this practice this time and I thank Centres for providing guidance to their students.

Generally, candidates presented their answers well, earning marks for answers that met the requirements of the questions.

Question 1

This costing question required candidates to calculate the distance travelled on each Route 1 journey; the distance travelled on that route between 8-weekly safety inspections; and to consider how to calculate four cost elements.

Answers that calculated the correct distance and rates per kilometer per vehicle earned marks, as did those that came to the same rates, calculated for both vehicles operating on Route 1.

An example of a correct answer is shown below.

Item	Workings	Total
Round trip distance	125 + 100 + 125 + 300	650km
Distance between safety inspections	650km x 4 journeys x 8 weeks	20,800km
OR (per vehicle)	650km x 2 journeys x 8 weeks	10,400km

Item	Workings	Rate per km	Round trip cost (rate x 650km)
Main dealer charges	2 x £520 / 20,800km	£0.05 OR 5p	£32.50
	OR £520 / 10,400km		
Fuel	£0.95 / 12.5km/l	£0.076 OR 7.6p	£49.40
Oil	£10 x 7.28litres x 2 vehicles / 20,800km	£0.007 OR 0.7p	£4.55
	OR £10 x 7.28 / 10,400km		
Tyres	£150 / 30,000km x 6 tyres	£0.03 OR 3p	£19.50

Some candidates did not indicate whether the rate per kilometer was shown in pence or in pounds and did not earn marks for those items.

Question 2

In Part (a), when the new registration number has been allocated to CAP's tractor unit (by DVLA), the company would have to notify the Central Licensing Office (CLO) and their insurer.

Documents that would be re-issued following the re-registration include, for one mark each:

- VTG5 or MOT or Annual test certificate
- VTG6 or vehicle plate
- VTG7 or plating certificate
- V5C or registration document/certificate or log book
- Vehicle disc or operator licence disc
- Insurance certificate or cover note (insurance documents was accepted)
- Tachograph calibration certificate or plaque or sticker
- Retention document for original number was accepted

Question 3

The international agreements that apply are ADR (road journeys) and IMDG (ferry journeys). Most candidates answered Part (a) well, but UNECE did not earn marks.

In Part (b), marks were awarded for identifying the following features of the marker boards, noting that CAP carries only packaged goods.

- Orange
- Rectangular
- Fixed to front
- Fixed to back OR rear
- There are two
- Must be clearly visible
- Must be reflective
- Must have black border
- Must be weather resistant
- Must be durable
- Must be fire resistant (not detach for 15 minutes)
- Must remain fixed regardless of vehicle orientation
- 400mm x 300mm or 40cm x 30cm

Question 4

CAP's application to open a new operating centre in Inverness, in a Traffic Area where they already hold an operator licence, would include the following **new** details:

- Full postal address of Operating Centre
- Plan or sketch of operating centre
- Whether the premises are to be owned, leased or rented
- Confirmation of landlord's permission to use premises
- Name of intended nominated Transport Manager
- Name and address of nominated maintenance contractor or contract
- Copy of safety inspection form
- Safety inspections Intervals (PMI's)
- Number of vehicles to be authorised
- Number of trailers to be authorised

- Proof that the application has been correctly advertised
- Number of off-street parking spaces
- Whether premises are used by another operator

Question 5

This question was designed to test candidates' abilities to research answers and present them clearly, referenced specifically to the "most serious infringements" (Part (a)).

The following answers earned marks:

- Exceeding the maximum 6-day or fortnightly driving time limits by margins of 25% or more
- Exceeding, during a daily working period, the maximum daily driving time limit by a margin of 50% or more without taking a break or without an uninterrupted rest period of at least 4.5 hours
- Not having a tachograph
- Not having a speed limiter
- Using a fraudulent device able to modify the records of the recording equipment and/or the speed limiter
- Falsifying record sheets or data downloaded from the tachograph OR driver card.
- Driving without a valid roadworthiness certificate OR MOT if such a document is required under Community law
- Driving with a very serious deficiency OR defect of the braking system, the steering linkages, the wheels/tyres, the suspension or chassis that would create such an immediate risk to road safety that it leads to a decision to immobilise the vehicle.
- Transporting dangerous goods that are prohibited for transport
- Transporting dangerous goods in a prohibited or non-approved means of containment
- Transporting dangerous goods without identifying them on the vehicle as dangerous goods, thus endangering lives or the environment to such extent that it leads to a decision to immobilise the vehicle
- Carrying passengers or goods without holding a valid driving licence
- Carrying by an undertaking not holding a valid Community licence.
- Driving with a driver card that has been falsified
- Driving with a card of which the driver is not the holder
- Driving with a card which has been obtained on the basis of false declarations OR forged documents
- Carrying goods exceeding the maximum permissible laden mass by 20% or more for vehicles the permissible laden weight of which exceeds 12 tonnes
- Carrying goods exceeding the maximum permissible laden mass by 25% or more for vehicles the permissible laden weight of which does not exceed 12 tonnes.

Answers were required to **outline** each offence with enough detail to be clear. For example, "driving without a valid licence" did not earn a mark – "carrying goods without holding a valid licence" did earn a mark.

In Part (b), the open book nature of this exam required candidates to be precise in identifying **punishments** that Traffic Commissioners must consider as "serious". No marks were earned for curtailing, revoking or imposing conditions on the operator licence. Marks were awarded for:

- Prison term or sentence exceeding 3 months
- A fine exceeding £2,500 or Level 4 fine
- Community Service Order exceeding 60 hours

Question 6

The driver schedule required by this question tested candidates' application of driver break and rest rules, together with their ability to follow the instructions given and calculate times.

If schedules were illegal or the Inverness stop was omitted or the ferry was not taken at 10.30, then marking stopped. Otherwise, later lines were adjusted for any errors made. Where candidates inserted unnecessary activities, no mark was earned for the following line, regardless of its content.

An example of a correct answer is given below.

Start Time	Finish Time	Activity	Mode
14:15	14:30	Daily Driver Walkaround Checks	Other work
14:30	19:00	Drive to Inverness (Part 1)	Drive
19:00	19:45	Break	Break
19:45	21:15	Drive to Inverness (Part 2)	Drive
21:15	21:30	Airport Security Checks	Other Work
21:30	22:30	Unload & Reload	POA
22:30	01:00	Drive to Ullapool	Drive
01:00	09:45	REST at Ullapool	Rest
09:45	10:30	Check-In and embarkation	Other Work
10:30	12:45	Ferry crossing (ferry rest)	Rest
12:45	13:00	Driver Walkaround Checks (on ferry)	Other Work
13:00	13:15	Disembarkation	Other Work
13:15	13:30	Drive to Stornoway Airport	Drive

Question 7

Checking drivers' licences for validity and providing guidance to driving staff is one of a transport manager's tasks. This question tested candidates' knowledge of the relevant rules.

In Part (a), Ian's licence will be valid for three years, or until his 66th birthday. Only a minority of candidates gave a correct answer, with many stating that it must be renewed one year earlier.

In Part (b), which required two **actions** to be **outlined**, Ian must:

- Must pass a medical examination
- Submit D4
- Complete or Submit D2 or apply to renew licence
- Complete or Submit D47P

His licence will be valid for a further 12 months.

In Part (c), Shirley must complete 35 hours of Periodic Training **by** 19 October 2023 to be able to drive for CAP without interruption.

In Part (d), the **actions** to be **outlined** for Shirley to be able to drive an articulated combination for CAP are:

- Apply for provisional Category C entitlement
- Pass Category C test
- Pass Category CE or C+E test

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 44% of candidates achieved this level.

The pass mark for the March 2019 R1 (Multiple Choice) paper was set at 42 and 71.4% of candidates achieved this level.

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