

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 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.

OCR will not enter into any discussion or correspondence in connection with this report.

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General Comments

The overall standard of presentation of answers for this session was not as high as in recent sessions. Some candidates' answers could not be read and therefore could not earn marks. In a professional exam leading to a licence to practice as a transport manager, it is reasonable to expect candidates to take care to present their answers with clarity and at least neat enough to be understood. Giving answers in block capitals is acceptable and recommended for those whose handwriting is unclear.

As was the case in the December 2017 R2 exam, 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 would like to remind centres again that blank paper is not permitted in the exam room and that the additional sheets must be used, referenced to the appropriate question number.

Question 1

This question related to the creation of a limited liability partnership. In part (a) candidates were asked to give six items of **personal** information that would have to be provided on form LL IN01, to be submitted to Companies House. Answers about company details did not earn marks and answers relating to limited liability companies were also inappropriate. The form is not listed in the Syllabus, Student & Tutor Guide's 'Useful documents' section and examiners took into account that many candidates would not have the LL IN01 to hand. Marks were available for the following responses:

- Forename (or first name, or name)
- Surname
- Former name(s)
- Title
- Nationality
- Country (or state) of residence
- Month or year of birth (or date of birth)
- Residential (or home) address.
- Service address (a mark was given for business address in this context, but not for 'address of registered office', which is not personal information)
- Whether the partner is a designated member
- Whether exempt under s.243 (or whether address may be non-disclosed)

In part (b) marks were awarded for 'Owl Oak Haulage llp' and 'Owl Oak Haulage limited liability partnership'. No marks were given for 'Owl Oak Haulage Ltd'.

Question 2

This question related to Owl Oak Haulage's application for an operator licence. For the business to be able to start operating by 23 April 2018 (less than nine weeks from 9 March), forms INT1, to apply for an interim licence, and TM1, to apply to add a transport manager would have to be submitted (Part (a)).

Documents that would have to be submitted in support of the application (part (b)) are:

- TM1 (unless given a mark in part (a) – not counted as one of the three responses if so)
- INT1 (unless given a mark in part (a) – not counted as one of the three responses if so)
- Newspaper advert
- Financial evidence or bank statements
- CPC certificate (an 'original' certificate is no longer required)
- Maintenance Contract or agreement
- Transport Manager contract
- Plan or sketch OR plan of the operating centre ("details of operating centre" is not a document)
- Letter from landlord (or Bill) permitting vehicles to be parked

The level of Financial Standing required (part (c)) is:

1 vehicle at £7,950 +
6 vehicles at £4,300 = £26,400
Total £34,350

A significant number of candidates did not earn marks for this question part because they used out of date amounts required. The amounts are announced annually by Traffic Commissioners and centres and candidates are expected to update notes accordingly.

Some candidates did not show all their workings as instructed and could therefore not earn full marks for this part, even if the correct total was given.

Question 3

This driver schedule question required candidates to apply the partnership polices and journey details provided in the case study together with their knowledge of drivers hours and working time regulations to ensure that loading at Buxton began at 14.30hrs and that the 22.50hrs ferry was used.

Marking stopped at the point that a given schedule became illegal, or if loading at Buxton or the ferry crossing were not at the correct times or if the Thurrock collection was omitted. Some candidates omitted the 20-minute abnormal load briefing or included it at Buxton and/or Thurrock collection points. As with other errors, later times were adjusted while marking continued.

The following schedule would earn full marks for this question, achieved by a creditable number of candidates.

START TIME	FINISH TIME	ACTIVITY	TACHOGRAPH MODE
1330	1345	Vehicle Checks	Other work
1345	1405	Briefing OR Checks	Other work
1405	1430	Stockport to Buxton	Drive
1430	1615	Load at Buxton	Other work or POA
1615	1915	Buxton to South Mimms OR Services	Drive
1915	1930	Break	Break
1930	2018	South Mimms Services to Thurrock	Drive
2018	2028	Loading at Thurrock	Other work or POA
2028	2058	Break	Break
2058	2210	Thurrock to Dover	Drive
2210	2220	Waiting time at Dover	POA
2220	2250	Embarkation	Drive
2250	0030	Ferry crossing	Break/POA
0130	0145	Disembarkation	Drive
0145	0457	Calais to Antwerp	Drive

Question 4

This question tested candidates' knowledge of driving entitlements and the rules applying to non-UK citizens driving LGVs.

Piotr is entitled to drive the articulated combination, because he has C+E entitlement obtained in an EU state. He has been resident in the UK for 3 years and his UK driver number confirms that he has registered with DVLA.

Rory has also registered with DVLA, but his C+E entitlement is on his driving licence from Ireland. As he has been resident in the UK for more than 5 years he would not be entitled to drive Owl Oak Haulage's articulated combination.

Neither Bryn nor Kat hold the required C+E entitlement and cannot drive the articulated combination.

Jan's driving licence was issued in Serbia, which is not an EU state. He has been in the UK for 9 months and is permitted to drive in the UK, but only up to Category B. **For him to** drive the articulated combination, he would have to pass the UK LGV tests (registering with DVLA would not be sufficient).

Question 5

The costing question required answers to be given **to the nearest penny** in the tables provided. The following answers (in bold) earned marks.

Standing Costs		
Cost Item	Calculation	Cost
LGV driver's basic wage	$£11.00 \times 10 \text{ hours} \times 2 \text{ days}$	£220.00
Standing Costs	$£195.90 \times 3 \text{ days}$	£587.70
Total		£807.70

Running Costs		
Cost Item	Calculation	Cost ppk
Tyres	$£255.00 \times 14 \text{ tyres} / 75,000 \text{ km}$	£0.05
Fuel	Given in case study	£0.55
Maintenance	Given in case study	£0.16
Cost ppk		£0.76
Km travelled	$25 + 240 + 60 + 90 + 224 + 580 =$	1,219
Total	$£0.76 \times 1,219\text{km}$	£926.44

Trip Cost		
Cost Item	Calculation	Cost
Standing Cost Total	From above	£807.70
Running Cost Total	From above	£926.44
Dartford tolls	Given in case study	£18.00
European tolls	$€53 \times 0.91$	£48.23
Ferry LGV	$(20.5 \times £9.50) + (16.5 \times £9.50)$	£351.50
Ferry escort	Given in case study	£105.00
Escort Vehicle	$£0.67 \times 1,219\text{km}$	£816.73
Driver Overtime	$£11.00 \times 7 \text{ hours} \times 1.5$	£115.50
Total		£3,189.10

Question 6

This question about the Operator Compliance Risk Score was very well answered, with nearly two thirds of candidates achieving at least half the marks available.

In part (a) marks were awarded for identifying Roadworthiness and Traffic as the two categories of OCRS which together produce the combined score.

In part (b) marks were awarded for the following encounters, during which DVSA officers may collect data for the OCRS:

- MOT OR annual tests OR at test centre
- Roadside inspections
- Inspections at operator's premises OR fleet inspections OR site visits

In part (c) marks were awarded for the following legal areas for which data is collected:

- Roadworthiness
- Prohibitions
- Drivers hours
- Drivers records OR tachographs
- Overloading
- Safe/unsafe loading
- Driver licensing
- Road Traffic Act offences OR fixed penalties
- Construction & Use Regulations OR Lighting Regulations

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 not 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 29 and approximately 53% of candidates achieved this level.

The pass mark for the March 2018 R1 (Multiple Choice) paper was set at 42 and 71%% of candidates achieved this level.

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