

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 2017

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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 Case Study CPC examination is designed to test candidates' application of knowledge. Its open book' format allows them to research and confirm answers, significantly reducing the memory test element. Consequently, tutors and students should not expect marks to be earned by simply copying answers from teaching materials. The description in the case study enables questions to be set that require candidates to apply their knowledge to the specific circumstances described. Answers that do not apply to these circumstances will not earn marks.

I address the questions set in the September exams in the paragraphs that follow. Where applicable, I highlight the responses given by candidates that failed to earn marks for these common reasons:

- Answers that do not relate to the circumstances described in the case study
- Answers that do not apply to the question asked
- Answers that do not comply with instructions given in the question

Questions that use command words “outline”, “explain” or “describe” require clear sentences in response for marks to be earned. Very general answers often appear as guesses and are unlikely to earn marks. Answers to questions that require a number of “actions” to be given must contain an appropriate verb to earn marks. Candidates who provide more than the required number of answers are using time that could be valuable for other questions.

Question 1

This straightforward organisation chart question was generally well answered.

Some candidates ignored the instruction in the question, “Where more than one person is employed in a role, you **MUST** show the number of staff.”

Question 2

This driver schedule question presented few problems to those candidates who took care to include all activities, thought about the required sequences of uncoupling and coupling the trailers and applied the 4½ hour break rule correctly.

Marking was applied strictly to answers, with no further marks awarded if a candidate's schedule was illegal; if the vehicle was scheduled to leave Gloucester without its trailer being coupled to it; or if trailer(s) were coupled in Folkestone before both trailers had been uncoupled from their tractor units.

An example of a correct schedule is provided below.

Start time	Finish time	Activity description	Tachograph mode
1900	1915	Checks	Other work
1915	1925	Couple trailer	Other work
1925	2355	Drive to Folkestone	Drive OR driving
2355	0040	Break	Break
0040	0045	Uncouple trailer [1]	Other work
0045	0050	Uncouple trailer [2]	Other work
0050	0100	Couple OR Check trailer [1]	Other work
0100	0110	Couple OR Check trailer [2]	Other work
0110	0540	Drive to Gloucester OR base OR CA	Drive OR driving
0540	0625	Break	Break
0625	0630	Uncouple trailer	Other work

Some candidates ignored one or both instructions given in the question and did not give a destination for the driving periods and/or used symbols to indicate the tachograph mode.

Answers that combined activities earned full marks, provided that the driver was scheduled to complete **all** the required steps.

Question 3

The costing question proved very challenging for most candidates. However, correct answers to every element were seen across the cohort. Those who earned creditable marks paid close attention to the methods required for each item, named each cost and showed workings. Many candidates would have earned more marks if they had followed these instructions and not taken 'short cuts' when calculating the amounts.

Many candidates did not think through the number of CA's tractor units (one) and trailers (two) to be included in their calculations or the distances to be travelled by each of them.

An example of a correct answer is shown below. Candidates who used alternative methods but showed their workings and named each cost to produce correct answers also earned marks. Candidates who combined cost items for the tractor unit and the trailers also earned marks.

Tractor unit depreciation 1 unit	$£5,500 \div 200 \text{ days}$	£27.50
Trailers depreciation 2 (both) trailers	$£4,200 \div 200 \text{ days}$	£21.00
Other Standing costs 1 tractor unit and both trailers	$£43,089 \div (12 \text{ vehicles}^1 \times 3) \div 265 \text{ days}$	£40.65
Tyres for 1 tractor unit	$£20,254 \div 779,000\text{km} \times 630\text{km}^2$	£16.38
Tyres trailers 1 trailer in each direction	$£20,254 \div 779,000\text{km}^3 \times 315\text{km}^2 \times 2 \text{ trailers}$	£16.38
Fuel (1 tractor unit)	$£1.20 \div 8\text{km/l} \times 630\text{km}^2$	£94.50
Maintenance tractor unit 1 unit	$£85,690 \div 779,000\text{km}^3 \times 630\text{km}^2$	£69.30
Maintenance trailers (1 trailer in each direction)	$£85,690 \div 779,000\text{km}^3 \times 315^2 \times 2 \text{ trailers}$	£69.30
Total cost		£355.01

¹ CA's fleet comprises 6 vans, 3 rigid lorries, 1 tractor unit and two trailers = 12.

² The journey involves two trips of 315km each = 630km round trip.

³ 6 vans, each travelling 77,000km pa; 3 rigid lorries, each travelling 29,000km pa; 1 tractor unit travelling 65,000km pa; and 2 trailers, each travelling 82,500km pa; total 779,000km pa.

Question 4

The question demanded a “yes/no” response to the question, “State whether or not each of the two existing operator licences will cover the future operations of CA at Folkestone.” Those operations were clearly set out in the case study – CA was to operate a tractor unit from Folkestone.

Some candidates wrote long answers that did not address the question asked and failed to give an answer to the question asked. Candidates were not required to describe actions that CA would have to take.

The following answers would earn full marks.

- CA's operator licence will **not** cover future operations, because the operating centre is in a different Traffic Area to its existing licence
- David Maw's operator licence will **not** cover future operations, because he is retiring and his operator licence is not transferable to CA.

Alternative wordings that clearly **outlined a reason** why each licence could not be used also earned marks.

That CA has a Restricted licence and that it authorises 7 vehicles and 2 trailers were irrelevant to this question.

Question 5

In part a) candidates were required to give 7 documents that may be required to be carried in CA's vehicle on journeys **within the EU**, that are not required to be carried on journeys within the UK.

Candidates who restricted their answers to those documents that CA might credibly be required to provide earned marks. The following list gives some of the answers provided that did **NOT** earn marks, with reasons why that is the case.

- Certified copy of Community Licence (CA has a Restricted operator licence and do not have this document).
- TIR Carnet (CA will operate within the EU, on its own account)
- Visas (CA will operate within the EU)
- ATP certificate/plate (CA's vehicle will carry clothing, not foodstuffs)
- ADR transport document/instructions in writing (CA's vehicle will carry clothing, not dangerous goods)
- ATR carnet (CA will operate within the EU)
- Carnet de Passage (CA will operate within the EU)
- EHIC card (is not a *required* document)
- Driver Qualification Card (also required to be carried in the UK)
- Tachograph charts/spare print rolls (also required to be carried in the UK)
- Operator licence disk (also required to be carried in the **UK**)

Part b) required candidates to identify 4 cost items **for journeys within the EU** that would be additional to, or higher than, **equivalent journeys within the UK**.

Answers that depended on the vehicle travelling longer distances on these journeys did not earn marks. Answers that related to costs incurred only on journeys outside the EU did not earn marks. Answers that gave correct cost items, but failed to **explain why** they would be additional or higher did not earn both marks for that item.

Many candidates read the question carefully and answered it as required, earning high marks.

Question 6

This question about drivers with Category C1 entitlement upgrading to Category C required **7 actions** to be **described**.

Candidates who listed the headlines but failed to provide actions did not earn marks. The following table contrasts answers given by those who answered the question as written and those who seemed to copy from notes. The list of actions is not intended to be comprehensive.

No mark earned	Mark earned
Medical	Pass medical
D4 form	Submit D4 form to DVLA
Get provisional	Apply for provisional entitlement for Category C
Theory test	Pass theory test
Hazard perception	Pass hazard perception test
Pass practical test	Pass practical test for Category C
Pass Driver CPC test(s)	<i>No mark available – all the drivers already have DQCs</i>
Pass C+E test	<i>No mark available – the drivers only need Category C</i>

Question 7

Most candidates earned some marks on this question, with some achieving the full 8 marks. Overall, candidates were better at selecting the correct line to use than giving the number of weeks between safety inspection intervals.

Candidates who did not give their answers as a whole number of weeks, as instructed in the question, did not earn marks for the intervals. Only the first answers given were accepted. For example, an answer that read 6-7 weeks was marked as 6 weeks.

Candidates who answered that safety inspections do not apply to the 3,500kg GVW vans are referred to the DVSA Guide to Maintaining Roadworthiness (Section 1, page 7).

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 would be too high. 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 28 and approximately 49% of candidates achieved this level.

The pass mark for the September 2017 R1 (Multiple Choice) paper was set at 42 and 47.65 of candidates achieved this level.

OCR (Oxford Cambridge and RSA Examinations)
1 Hills Road
Cambridge
CB1 2EU

OCR Customer Contact Centre

Skills and Employment

Telephone: 02476 851509

Fax: 02476 421944

Email: vocational.qualifications@ocr.org.uk

www.ocr.org.uk

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OCR (Oxford Cambridge and RSA Examinations)
Head office
Telephone: 01223 552552
Facsimile: 01223 552553

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