

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 2015

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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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CONTENTS

Vocational Qualifications (QCF, NVQ, NQF)

Level 3 CPC (Certificate of Professional Competence) for Transport Managers
(Road Haulage) - **05669**

OCR REPORT TO CENTRES

Content	Page
Level 3 CPC (Certificate of Professional Competence) for Transport Managers (Road Haulage) - 05669	4

Level 3 CPC (Certificate of Professional Competence) for Transport Managers (Road Haulage) - 05669

General Comments

Many candidates were able to score high marks in this paper and the general standard of presentation was good. These achievements are reflected in the higher % pass rate for the paper. Details of this are to be found at the end of this report.

Question 1

An example of a correct schedule is given below.

Marks were awarded for correct start and finish times for each line, with a correct destination for each driving period and a correct tachograph mode. Unnecessary activities resulted in no mark being given for the following line. Marking stopped when an offered schedule was illegal but following lines were adjusted for other errors.

Some candidates ignored the instruction given in the question, that tachograph symbols were not acceptable for the tachograph mode. A common reason for candidates achieving 7 marks was a scheduled illegal driving period between 14.45 and 19.15, having forgotten the 12 minutes driving period en route to Newbury, after the 45-minute driving break.

Start Time	Finish Time	Description of Activity	Tachograph Mode
07.00	07.15	Vehicle checks	Other Work
07.15	08.00	Vehicle loaded	Other Work
08.00	12.30	Drive towards Newbury	Drive
12.30	13.15	Break	Break
13.15	13.27	Drive to Newbury	Drive
13.27	14.00	Unload vehicle at Newbury	Other Work
14.00	14.45	Load vehicle at Newbury	Other Work
14.45	19.03	Drive towards Leeds	Drive
19.03	19.48	Break	Break
19.48	20.12	Drive to Leeds	Drive
20.12	20.45	Unload vehicle at Leeds	Other Work

Question 2

Candidates did not achieve high marks on this question, with a significant number of candidates being awarded either 1 mark or 4 marks.

Part a)

Most candidates were able to state that four drivers would be required to carry out the RSA work during each week, but fewer outlined correct reasons why this would be so. Marks were given for the following reasons:

- Because each run involves more than 9 hours driving OR because each journey exceeds 9 hours driving.

- Because each driver can exceed 9 hours driving twice in a fixed week.
- 3 drivers would work 2 days each and 1 driver works the other day.
- Because one driver can only carry out this work on 2 days.

Part b)

This part of the question examined candidates' knowledge of the fixed working week and how it relates to the maximum permitted number of driving hours in a day.

A driver could carry out the RSA work on three consecutive days, because the work could straddle two fixed weeks. Answers that described how a driver could be scheduled over two fixed weeks were also accepted, as were answers that described a driver working on this route on Saturday, Sunday and Monday OR on Sunday, Monday and Tuesday. Those who correctly outlined that a driver would have to reduce daily rest to carry out this work, and could do so for up to three times between weekly rest periods also earned a mark.

Part c)

Only a very few candidates gave the correct answer to this part of the question. Between weekly rest periods, a driver may drive for no more than 58 hours. The 56-hour driving limit relates to the fixed week.

Part d)

The majority of candidates correctly identified the 90-hour limit for driving in two consecutive weeks.

Question 3

This straightforward question examined candidates' ability to research information and present answers as instructed in the question. Approximately two thirds of the cohort achieved full marks.

Some candidates gave answers that appeared to be incorrectly copied from notes and did not earn marks. For example, "Articles of Associates" instead of "Articles of Association" and Form INT1 instead of Form IN01.

Question 4

There was a wide range of marks achieved on this question, with some candidates earning full marks, but a larger number earning no marks at all.

Part a)

The operating licence issue that will arise is that Patrick cannot continue under his current licence and the new limited company will have to apply for its own (or a new) operator licence.

Part b)

This part of the question required **actions** to be **outlined**. As Chief Examiner reports have highlighted in the past, answers that did not mention actions, or were simple lists generally did not earn marks. There were seven actions required, and examiners marked only the first seven responses given.

Answers that gave items of information that would be included on the GV79 form were awarded one mark (only) and were counted as a single response.

Question 5

This two-part budgeting/costing question addressed fuel usage and cost.

Part a)

A significant number of candidates correctly calculated the cost of fuel but did not calculate the number of litres that would be used. Answers that met the demands of the question were awarded marks, regardless of the calculation method used. An example of a correct answer is given below.

OCR Ltd – vehicle 2

$97.5\text{km} \times 4 = 390\text{km}$ (daily)
 $390\text{km} \div 2.5\text{km/l} = 156$ litres
 156 litres \times $\text{£}1.08 = \text{£}168.48$

RSA Ltd – vehicle 3

$329\text{km} \times 2 = 658\text{km}$ (daily)
 $658\text{km} \div 2\text{km/l} = 329$ litres
 329 litres \times $\text{£}1.08 = \text{£}355.32$

Part b)

This part required candidates to calculate the net saving in fuel costs, if the vehicles were used in a different way, as described in the case study. Again, answers that met the demands of the question were awarded marks, regardless of the calculation method used and an examples of a correct answers is given below.

RSA Ltd – vehicle 2

$658\text{km} \div 2.5\text{km/l} = 263.2$ litres
 263.2 litres \times $\text{£}1.08 = \text{£}284.26$ ($\text{£}284.25$ was also accepted)
 $\text{£}355.32 - \text{£}284.26 = \text{£}71.06$ ($\text{£}71.07$ was also accepted)

OCR Ltd – vehicle 3

$390\text{km} \div 2\text{km/l} = 195$ litres
 195 litres \times $\text{£}1.08 = \text{£}210.60$
 $\text{£}168.48 - \text{£}210.60 = (\text{£}42.12)$

Net saving per day

$\text{£}71.06 - \text{£}42.12 = \text{£}28.94$ ($\text{£}28.95$ was also accepted)

Question 6

This question required candidates to calculate the number of vehicles required to carry out the work described. Some candidates confused the number of journeys with the number of vehicles, and the question was marked as shown in the example answer, below. As with question 5, alternative calculation methods that satisfied the requirements of the question were awarded marks.

Part a)

Gross Train Weight (GTW) – Kerbside Weight = Payload:
 $44\text{Tonnes} - 20\text{Tonnes} = 24\text{Tonnes}$
(1 mark was awarded for giving 24T as the payload)

Haulage requirement \div Payload = number of journeys: 480 tonnes/ 24 tonnes = 20 journeys
(1 mark was awarded for giving 20 journeys, and “20 vehicles” was also accepted)

Number of journeys ÷ number of days = number of vehicles: $20 \text{ journeys} \div 7 \text{ days} = 2.85$
= 3 vehicles

Part b)

Gross Train Weight (GTW) – Kerbside Weight = Payload: $44\text{T} - 20\text{T} = 24\text{T}$
(1 mark was awarded for this calculation, whether shown in part a) or in part b))

Haulage requirement ÷ Payload = number of journeys: $360 \text{ tonnes} / 24 \text{ tonnes} = 15 \text{ journeys}$
(1 mark was awarded for giving 15 journeys, and “15 vehicles” was also accepted)

Number of journeys ÷ number of days = number of vehicles: $15 \text{ journeys} \div 7 \text{ days} = 2.10$
= 3 vehicles

Part c)

The minimum number of return journeys, in total, is 20 journeys (as calculated in part a)). For each vehicle, the minimum number of return journeys would be 7, for two of the three vehicles) and 6 for the third vehicle.

Question 7

This two-part question was generally very well answered by most candidates. Part a) was well researched and the majority of answers, taken from notes, earned marks.

In part b) there was a greater requirement to relate answers to the specific circumstances of the question. In this case, answers had to relate to the siting of the vehicle.

OVERALL PERFORMANCE

In setting the pass mark, examiners took into account the relative difficulty of this paper, compared to previous sessions. 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 31 and approximately 59% of candidates achieved this level.

The pass mark for the December 2015 R1 (Multiple Choice) paper was 42 and 59.12% of candidates achieved this level.

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