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CHIEF EXAMINER'S REPORT

SUBJECT **Certificate of Professional Competence Managing National Road Haulage**

STAGE/SCHEME **05608 CPC Unit 4 Case Study**

SERIES AND/OR YEAR OF EXAMINATION **December 2007**

General report and review of the paper

This paper required candidates to apply knowledge to a given scenario. The first four compulsory questions in section 'A' challenged the candidates but many demonstrated sufficient evidence of competence to just reach the standard required. Section B of the paper was in the main poorly answered.

Candidates' performance

On this occasion most candidates struggled to apply their knowledge to the situation described in the scenario. To assist training centres I have given a brief resume of the questions as a reference. Note they may not be the exact wording on the paper. For the candidates who were unable to answer the questions fully or to attract good marks for their work, I have stated the main causes for this. Obviously not every candidate will have made all of the mistakes identified.

This is the first time I have tried to explain common answers that cause candidates to lose marks and on many occasions fail the examination. I have tried to explain how some of their answers cause examiners to have to deliberate on whether to give the mark. Candidates are always given the benefit of the doubt, and not disadvantaged, but at level three it could be said that some of the answers given in the examples are wrong.

Many candidates use the spare paper in the rear of the answer script but fail to show they have done this next to question number. They also fail to say on the spare page which question they are answering. An increasing problem for examiners is candidates who use the spare paper tearing it from the booklet and leave it loose. Unfortunately during this examination there will be cases where this loose paper becomes separated from the rest and as the candidate has not put their name on the paper it will not have been marked. An examiner can only mark what is written if the candidate clearly shows which question it relates to.

Question number:	1
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Outline the administrative steps to ensure the new organisation complies with the 'O' licence requirements.

Many candidates included in their answers requirements for registering the company as a PLC with Companies House. This often happens on the 'O' Licence question even though centres are advised that only answers referring to the scenario and directly connected to the 'O' Licence gain marks. On this occasion "schedule 4" could have been applied for and in all probability would have. However, of the candidates who completed the examination, less than 20% mentioned the possibility of this. Hardly any of candidates realised that the Sheffield site required an increase to its margin, and even fewer mentioned that they would need to inform the Traffic Commissioners in the Western and the North Eastern traffic areas (candidates did answer saying "inform the Traffic Commissioner", but not which one and did not seem aware that there is more than one). The majority of candidates managed to gain enough marks to have a borderline competence in this area of the syllabus.

Question number:	2
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(a) Draw up a drivers schedule for the round trip Oxford and delivering to Bristol etc. Take breaks as late as possible and complete the day as early as possible.

(b) Could the same driver complete the journey every day? Give reasons for your answer.

(a) Some candidates do not understand what is required by a schedule. "Drive for 4.5 hours ... break for 45min" is not a schedule as start and finish time of each activity is not stated. Candidates make numerous mistakes when they just put start times. An examiner will award the marks if the start time is correct and the next activity starts at the correct time, but then what tends to happen is that the candidate makes an error in their calculation thus making the activity timing wrong. The result is that the next line starts at the wrong time. If the candidate had explained the activity fully with the start and finish times of the activity then the error is identified quickly by the examiner who will recalculate the marks ensuring the candidate is not penalised wrongly for the single error. For a single calculation error that an examiner can identify, that does not make the schedule illegal, the candidate will only fail to gain a couple of marks. If the examiner is unable to determine where the error has occurred then obviously marks cannot be awarded. Candidates must be taught to lay out their schedule so that it is easily understood (an essay is not ideal) and to ensure they give sufficient information.

(b) Very few candidates were able ascertain that the schedule broke the working time regulations if carried out every day. The common answer to this three mark question was a either yes or no and then mentioning fortnightly driving.

Question number:	3
<p>Draw up a detailed costing document showing costs per day for the Bakewell Foods contract. Round up each item of daily cost to the nearest penny. Show all workings and express your final answer in terms of a charge out rate per day including the desired profit mark-up.</p>	

Please explain to candidates that when an examiner asks you to show your workings they do not mean little scribbles in the margin here and there. Often workings are written in the space above the question or just showing a list of meaningless figures with no description. Another common problem is a candidate working out the correct figures but not putting the decimal point in the correct place, thus gaining no marks. When the calculation is carried out this way it doesn't allow the question to be answered correctly, rounding up to the nearest penny. Many candidates gained no marks for this question purely for the fact that they did not know how to read the answer shown on the calculator or what rounding up means (many rounded down). Marks for costing questions are always awarded per item costed e.g. tyres, fuel, depreciation, therefore unless a candidate states what the cost of these individual items are then they will not gain marks. What is seen in many answers offered by candidates are only the figures e.g. £26.42 + £24.68 + £27.91 + £28.91. Two of these figures match the correct model answers for tyres and maintenance, however how can an examiner say which figures the candidate was claiming to be the ones for tyres and maintenance when the other two are not even close to anything else.

Question number:	4
<p>(a) Identify the equipment required to meet VOSA's requirements to maintain the company's own vehicles.</p> <p>(b) Calculate and explain. Using the graph taken from the VOSA Guide calculate the vehicle safety inspection intervals</p>	

(a) Most candidates showed a level of competency in this area of the syllabus.

(b) Most calculated the correct number of weeks but few could explain how they achieved it. Many got the right number of weeks but then said it is a requirement of all licences that you must inspect your vehicles every six weeks. Candidates were not competent in this area of the syllabus.

Summary for Section (A)

There has been a slight improvement in the results of what evidence of competence candidates have shown for this section of the paper. However it is still not a high percentage of candidates who have shown competence.

Question number:	5
<p>The company has never previously been involved in the movement of Dangerous Goods. Explain the legal requirements which the company's vehicles, drivers and management would have to meet in order to carry out this work</p>	

For the vehicles the candidates answered quite well identifying the equipment they required but few were able to state the correct markings many giving those for a tanker even though the scenario stated packaged goods.

The driver requirements were well answered except for “The driver must have ADR”, and “The driver must have ADR training”. Many centres will say examiners should know what they mean with these answers but it is unclear if the candidate means that the driver must carry a set of ADR books with them, that they need to carry the vehicles ADR test certificate with them, or that they need just to be trained but not necessary to pass a test. All of these answers have been offered by candidates and examiners are not allowed to second guess what the candidate intended to say. Very few candidates could answer the management part of the question apart from offering the answer of appointing a DGSA. Very few candidates mentioned training of loading staff etc.

Question number:	6
(a) On the digital printout identify the fields of information.	
(b) Briefly explain the time system used in a digital tachograph and how the instrument handles changes from Greenwich Mean time to British Summer Time.	

(a) Most candidates did not know what the information was on the printout. It appeared that most could guess the drivers name and vehicle registration number but knew nothing of the rest.

(b) Many answers explained UTC as the same as British Winter time, automatically changing to Summer Time.

Candidates demonstrated that in this area of the syllabus very few of them are competent.

Question number:	7
(a) Identify two emission standards that the company could specify for their vehicle and what benefit they could be to the company.	
(b) Identify two competing engine technologies currently being used to achieve the emissions standards and briefly explain an important difference between them.	
(c) Suggest four other ways in which the company might seek to minimise the environmental damage when drawing up their new vehicle specification.	

(a) Most candidates achieved reasonable marks for this part of the question.

(b) Candidates are totally confused with many thinking that AdBlue is a fuel additive. Some think it is added to the exhausts fumes so the engine can re burn them. Few candidates answered this section of the question well.

(c) Common answers were “fit particulate traps”, “fit radial tyres they make less noise and save fuel”, “ Fit road friendly breaks operated by air “ and “fit a hush kit”.

Question number:	8
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(a) Outline the components in the test regime which would be required to convert warehouse staff to drivers of articulated LGVs.

b) Briefly describe eight requirements for a vehicle which would be used by candidates taking their Category C+E Test.

(a) Answered well by most candidates, many went down the route of applying for a licence with information regarding the medical etc.

(b) A high proportion of candidates used the old requirements for the test vehicle which indicates a use of out of date material.

Summary for section B

The percentage of candidates producing enough evidence of competence for this part of the paper was low. They seemed to have many misconceptions of what they were trying to explain clearly they needed more study and tuition.

Percentage Pass Rate

46%