

Certificate of Professional Competence – National Road Haulage- Unit 4 (05608) September 2010

Candidates' performance

The candidates found a great deal of difficulty in applying their knowledge to the scenario. The lack of this ability to apply knowledge to a scenario has resulted in a low pass rate on this occasion. Knowledge of 'O' Licence procedures was lacking, and as always understanding what are running costs and standing costs and how they are calculated causes concern.

Comments from centres

A number of centres' made comments regarding the questions and scenario. All of these comments were discussed by the examiners and assurance can be given that no candidate was disadvantaged where the concern expressed was justified. I have tried to include in my report how and where we dealt with individual centre concerns. I hope this is of assistance to them. For the future any comments regarding the pre release case study will be addressed in this report. You will appreciate it is very difficult to advise on individual concerns before the examination but we do look into every concern expressed and address the problem in a way not to disadvantage any candidates.

I will now look at each question and the candidates' performance looking at where they produced good results and where they failed to understand the question. Please note I may not have used the exact wording of the question but it will reflect the requirements.

Question number: 1

With regards to 'O' Licensing.

- a) Using the information in the scenario identify ways in which previous conduct breached the undertakings they gave to obtain the licence.
- b) In light of the breaches identified it is quite likely the Traffic Commissioner contemplated taking disciplinary action against the company. Explain the rights of RSA should the Commissioner have called the company to a public enquiry at which he curtailed the company's Licence.

Assessment objective reference:

8.3 Know procedures and decision options **8.5** Understand the quality control procedure

Part a)

The question did not ask 'what are the undertakings on the licence?'. Many candidates gave a rendition of these, thus not answering the question. Some of the answers we were looking for were along the lines of 'the number of PG 9s must mean that the undertaking regards unroadworthy vehicles were not being upheld'. To gain marks for this part of the question a candidate had to relate the offence in the scenario to the undertaking. A common wrong answer was 'drivers going on strike caused them to breach the undertakings'. This was nothing to do with 'O' Licence issues; it was the reason for the strike (speeding fines not been paid by the company) that would have been part of this answer.

Part b)

Appeal to the Transport Tribunal was the most common wrong answer. We all know that this changed and now appeals are heard by the Administration Appeals Chamber, or the Upper Tribunal; either was allowed. Few candidates remarked that this had to be carried out within 28 days or they would have to apply for an out of time appeal.

Some concerns were raised by centres regarding the question; however at standardisation marks were allowed if the candidate had identified the company had surrendered its license. The question still asked them to explain the rights of RSA should the commissioner call them to a public enquiry. To be fair to candidates an adjustment to the marks was made to take into account the degree of difficulty involved in the question

The question was very poorly answered, and the vast majority of candidates were unable to demonstrate competence.

Question number: 2

To prevent a repeat of maintenance problems when RSA last held an 'O' licences, Explain the steps that the company should take to create a maintenance system which meets the recommendations laid down in the "Guide to Maintaining Roadworthiness"

Assessment objective reference:

Syllabus reference **12.1.1**, **12.1.3**, and **12.1.5**

Most candidates were able to state a good procedure but lack of detail let most down e.g. no mention of 6 months on wall chart or the keeping of records for 15 months.

Question number: 3

On the delivery route described in the scenario, an overnight problem has meant that the vehicle will firstly have to deliver to Doncaster before travelling back to Nottingham to collect the two pallets. After this, the remaining collection at Leeds, delivery to Manchester and return to Coventry will be completed as planned. Using the shortest route possible and complying with the requirements of the personnel department, draw up a legal drivers ' hours schedule for the day's work , completing work at Coventry at the earliest possible time.

Assessment objective reference:

Syllabus reference **2.1.1** Identify and apply the correct legal requirements in given operational circumstances. **2.1.2** Compile schedules for drivers and **2.1.3** Evaluate given drivers' schedules

Either very well answered by candidates or very poor; very few scored marks in the middle area. The common mistake was to go the wrong route. The next was miscalculating the kilometres travelled.

Comments were made by some centres about the change in the route. The question required a candidate to demonstrate their ability to evidence competence in three parts of the syllabus; the change in the schedule assisted them in demonstrating that they could evaluate a given schedule, compile a new one and comply with the regulations all required by the syllabus. The question was balanced by the maintenance question which was below the required level three in that it only really questioned knowledge linked to the scenario.

The thoughts of some centres that the question was misleading and by giving the schedule in the scenario was a 'red herring' is not true; the kilometres between every town was shown on the diagram. This must have demonstrated that the route described did not require all this information; however it was clear many candidates had practised alternative routings.

All comments were taken into account but I hope this explanation demonstrates the method that was used to hold the section A to level three and meet the requirements of the syllabus.

Question number: 4

The accountant has advised you that the budgeted costs for the route in the scenario is £450 per day. If circumstances require the vehicle to be rerouted, with the delivery to Doncaster being collected before the collection at Nottingham, this is likely to affect the cost of the operation.

- a) Showing all your calculations of the standing costs and running costs in a tabulated format, calculate the difference in the cost per day between the original and revised routings.
- b) From your calculations in part a identify two problems with the budget given by the accountant for the original route.

Assessment objective reference:

Syllabus reference **3.1.1** determination of fixed costs, variable costs and overheads. **4.2.2** analyse financial performance using budgets. And **4.3** comment on the causes and effects of variances between budgeted and actual performance.

Part a)

Some centres said it was difficult for candidates to tabulate their answer and thought we wanted the candidate to draw a table. What we required was the candidates should show the description and calculation in the same order for each part of the question. We do this to be fair to the candidates as we have said many times if the examiner cannot identify where the error has occurred then they are unable to ensure the candidate gains all the marks available for the work they have submitted. What we still get is workings in the margins, essay type answers and workings on the rear of the answer book. We will look at the wording of these questions again, but we are just looking for answers that we can follow to ensure the candidates gain their marks.

Performance of the candidates was mixed; very few gave the cost difference per day. Many candidates just calculated the costs for each route thus missing the mark for the cost per day. It was noted that some candidates calculated the standing costs per day and expressed them as a cost per kilometre; there was not enough information in the scenario to do this and the daily standing cost was acceptable. The normal errors were made in multiplication and simple adding up.

Part b)

We have discovered from past papers that candidates struggle with budgetary questions so on this occasion we simplified it; all they had to state was that the accountant had only allowed £450 per day to carry out a route that is costing £477.74 and this was the reason the company was exceeding the budgeted costs (the scenario said over the past two years major discrepancies had occurred and the accountant expects you to stay within the budgeted figures).

Only a handful of candidates gained all the available marks. Many gained one mark for realising the route was operating at a loss which was allowed as an answer even though it was not quite correct as we didn't know what the customer was being charged.

Section A

This was very poorly answered by the candidates; lack of detail and application to the scenario where major problems.

Question number: 5

One way that will assist you in achieving ISO 14001 is to ensure the new vehicles you acquire are as environmentally friendly as possible. Identify five items of equipment that you can have incorporated into the specification for you new vehicles. For each Item identified explain how it would save natural resources or improve the environment. Do not include items which are legal requirements on the new vehicle.

Assessment objective reference:

Syllabus reference **7.2** Directive reference **G2** Be able to choose vehicles and there components.

The question asked for five items of equipment; the main problem with the answers was lack of detail and wrong answers. The common wrong answers were fit a euro five engine, hush kits, road friendly tyres, particulate traps, radial tyres. Correct answers were low rolling resistance tyres save on carbon fuels, low noise tyres reduce noise, aerodynamic kits save on carbon fuel, road friendly suspension save road wear.

Few candidates could identify how the items they had listed improved the environment.

Question number: 6

From the scenario identify the Driving Licence category will apply and the age restrictions which would normally apply for each type of new vehicle to be acquired?

Assessment objective reference:

17.1 Devise procedures, produce checklists and write instructions, complying with legislative requirements relating to driver licensing and testing

Candidates get very confused with C1 and category C ages seem to have them confused as well. For those who put 18 for the LGVs this was allowed but they should have qualified it with the drivers CPC being required as well.

Question number: 7

With regards to the carriage of Dangerous Goods

- a) Explain two documents relating to the load which must be carried on the vehicle and for each document specify who is responsible for its provision and briefly explain the key items of its contents.
- b) Explain six legally required duties RSA's DGSA will be require to carry out

Assessment objective reference:

14.1.2 documentation and **14.1.6** the requirement to appoint and the duties of Dangerous Goods Safety Advisers.

Part a)

The most common wrong answer was ADR Licence, closely followed by Trem Card. Add to this the consignor is responsible for the issue. The problem candidates had was not reading the question which was about the load. So we were looking at the contents of the dangerous goods notes, transport accompanying document etc, and the instructions in writing.

With so many candidates giving the same wrong answer it appears there is a lot of miss information available to them which is a cause for concern.

Part b)

Common wrong answers were they must train the staff, they must check the documentation for the driver, they must carry out risk assessments. Correct answers were ensure staff are correctly trained, procedures are in place to cover emergencies, produce an annual report on the companies activities etc.

Most candidates express some competence but few gain good marks.

Question number: 8

The company is reviewing its insurance requirements, from the scenario; identify five situations which could or should be covered by relevant insurances. For each situation, specify the type of insurance that would give the desired cover.

Assessment objective reference:

7.3 Make recommendations in respect of the cover offered by various types of insurance used in the road haulage industry including:**7.3.1** employer's liability **7.3.2** buildings and contents **7.3.3** fire and flood **7.3.4** theft and burglary **7.3.5** fidelity guarantees **7.3.6** consequential loss **7.3.7** public liability **7.3.8** professional negligence **7.3.9** motor cover additional to statutory requirements **7.3.10** Goods in transit (including CMR)

A well answered question by all but a few of the candidates. The question was high scoring and candidates applied the question to the scenario as requested.

Section B

This part of the paper was answered quite well by candidates but with the same types of errors as we have experienced previously.

Pass Rate: 49%