

## June 2021 Exam Summary Report (R2)

**Qualification:** Level 3 Certificate of Professional Competence for Transport Managers (Road Haulage)

**Examination Date:** 11<sup>th</sup> June 2021

### Overview

This was the first examination series offered by Skills and Education Group Awards for the Level 3 Certificate of Professional Competence for Transport Managers (Road Haulage). This included the case study and the multiple-choice assessment, both of which were offered paper-based only for this first series.

### Case Study

<b>Question 1:</b>	<p>This was a driver schedule question that required candidates to not only consider driver's hours constraints, but also work out the only possible route that met the requirements laid down in the question, ie. Use the shortest possible route.</p> <p>There were 34% of candidates awarded 7 marks or more out of the possible 13 for this question, mainly due to the errors listed below.</p> <p>Common errors in the answers provided by candidates were:</p> <ul style="list-style-type: none"> <li>• Selecting the incorrect route and their vehicle became overloaded at the first destination</li> <li>• Selecting a route which meant that they went to a destination (Cardiff) without the pallets that were due to be delivered there</li> <li>• Giving the driver a Regular Daily Rest, contrary to company policy (which required break and rest periods to be as short as possible)</li> <li>• Allowing the driver to extend driving time beyond 9 hours, again contrary to company policy</li> </ul>
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Below is the correct schedule:

Start time	Finish time	Activity description	Tachograph mode
07.00	07.15	Vehicle Checks	Other work
07.15	10.15	Drive Watford OR Everprol	Drive
10.15	10.30	Unload	Break
10.30	12.00	Drive Swindon OR Delila	Drive
12.00	12.30	Break	Break
12.30	13.30	Drive Swindon OR Delila	Drive
13.30	13.45	Unload	Other work
13.45	16.45	Drive Welshpool OR Boravo	Drive
16.45	17.00	Load	Other work
17.00	17.30	Drive Cardiff OR Carapon	Drive
17.30	02.30	Reduced Daily Rest	Rest
02.30	02.45	Vehicle Checks	Other work
02.45	05.15	Drive Cardiff OR Carapon	Drive

**Question 2:**

This question was very well answered, with 78% of candidates achieving at least half of the available 4 marks.

The most common error with this question was candidates not describing the tasks which the liquidator would have to perform.

This was a costing question, which was presented in the same format as previous costing questions offered by OCR.

Candidates were required to calculate a daily standing cost and running costs per kilometre in order to work out the total cost of the journey, before adding a profit mark-up and then dividing by the number of pallets carried, in order to arrive at a charge per pallet.

Examiners agreed to credit answers using either one of two possible distances, the shortest possible distance for the collections and deliveries, or an alternative which was not the shortest, but still managed to effect all collections and deliveries.

The most common error with this question was candidates answering to the nearest pound rather than the nearest penny as stated in the question.

Marks were awarded in parts (b) and (c) for answers calculated correctly by candidates even where using an incorrect total cost figure.

A correct calculation is shown below. ( The alternative answers shown, reflect the calculations using the alternative distance figure of 810km )

**Question 3:**

Distance	690km OR 810km	
Vehicle and trailer lease and other Standing Costs		£239.66
Driver's wages		£250.00
Tyres	£4,800/30,000 = £0.16 OR 16p OR	£110.40 £129.60
Fuel	£1.12 / 8 = £0.14 OR 14p OR	£96.60 £113.40
Maintenance		£165.6 OR £194.40
Overnight allowance		£30.00
Total cost		£892.26 OR £957.06
(b)		
Mark up		£178.45
(c)		
Charge per pallet		£26.11

<p><b>Question 4:</b></p>	<p>This question had a Part A and a Part B. Very few candidates answered Part A correctly, however most were able to give 3 correct answers to Part B.</p> <p>Common errors in the answers provided by candidates were:</p> <ul style="list-style-type: none"> <li>• Incorrect calculation of the number of weeks' entitlement</li> <li>• Incorrect calculation of redundancy pay</li> <li>• Out of date figure for the cap on the amount of weekly pay to be used in the calculation</li> <li>• Failure to note the cap on the number of weeks which can be counted</li> </ul> <p>A correct answer to Part A is given below:</p> <table border="1" data-bbox="391 779 1465 922"> <tr> <td data-bbox="391 779 608 846">Alan</td> <td data-bbox="608 779 1050 846">30 weeks (20 x 1.5)</td> <td data-bbox="1050 779 1465 846">x £544 = £16,320</td> </tr> <tr> <td data-bbox="391 846 608 922">Brenda</td> <td data-bbox="608 846 1050 922">9 weeks (3 x 1) + (4 x 1.5)</td> <td data-bbox="1050 846 1465 922">x £385 = £3,465</td> </tr> </table>	Alan	30 weeks (20 x 1.5)	x £544 = £16,320	Brenda	9 weeks (3 x 1) + (4 x 1.5)	x £385 = £3,465
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<p><b>Question 5:</b></p>	<p>The majority of candidates, 65%, were able to correctly describe at least 4 applications or notifications which the company would have to make following specific events. However, only 10% were able to describe 8 or more.</p> <p>This examination is open book and candidates are permitted to take their training notes into the examination with them. The answers to this question would be found in almost all training notes.</p>						
<p><b>Question 6:</b></p>	<p>66% of candidates achieved at least half of the available 7 marks for this question. However, 16% of candidates did not attempt this question at all.</p> <p>Answers to questions of this type may be found in publications like The DVSA Guide to Maintaining Roadworthiness, one of the recommended reading titles for all Transport Managers.</p>						

<b>Question 7:</b>	<p>This two-part question asked candidates to calculate straight-line depreciation, rather than reduced balance depreciation.</p> <p>It is suspected that candidates found calculating straight-line depreciation easier than reduced balance depreciation with 72% gaining the 3 available marks for Part A. In addition to this 47% gained the extra 4 marks in Part B.</p> <p>The most common error in the answers provided by candidates was for Part B of the question. Many candidates gave the end of year written-down valuation of the vehicle for each year and not, as was asked for in the question, the amount of depreciation for the year.</p> <p>It is also worth highlighting that in the question text the word 'depreciation' was incorrectly spelt. It was presented as 'deprecation' (this has been corrected on the downloadable case study paper for the website).</p> <p>The correct answers for this question are shown below:</p>	
	<b>Part A</b>	
	Vehicle cost	£80,000
	Less value of tyres	£2,400
	Less the residual value	£27,500
	Total depreciation	£50,100
	Annual Depreciation	£16,700
	<b>Part B</b>	
	Cost	£80,000
	Tyres	£2,400
Year 1 depreciation	£22,736.80	
Year 2 depreciation	£16,074.92	
Year 3 depreciation	£11,364.97	
Value at the end of year 3	£27,423.31	