

Road Haulage (R2 – 05689)

Certificate of Professional Competence

OCR Report to Centres March 2014

OCR (Oxford Cambridge and RSA) is a leading UK awarding body, providing a wide range of qualifications to meet the needs of candidates of all ages and abilities. OCR qualifications include AS/A Levels, Diplomas, GCSEs, Cambridge Nationals, Cambridge Technicals, Functional Skills, Key Skills, Entry Level qualifications, NVQs and vocational qualifications in areas such as IT, business, languages, teaching/training, administration and secretarial skills.

It is also responsible for developing new specifications to meet national requirements and the needs of students and teachers. OCR is a not-for-profit organisation; any surplus made is invested back into the establishment to help towards the development of qualifications and support, which keep pace with the changing needs of today's society.

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.

OCR will not enter into any discussion or correspondence in connection with this report.

© OCR 2014

CONTENTS

Certificate of Professional Competence

Road Haulage (R2 – 05689)

OCR REPORT TO CENTRES

Content

Page

R2 – 05689

1

R2 – 05689

This R2 paper allowed two hours and 15 minutes for candidates to read the materials and complete their answers, an increase of 15 minutes over all previous papers. Neither the case study nor the questions were set with regard to the increase in time and candidates should have benefitted from the change. The additional 15 minutes is available for candidates to use as they see fit.

The cohort for this paper included many who scored high marks on all questions; some who scored poorly on most questions; and a significant number who were close to the pass mark. Those candidates who did not quite meet the required standard might consider exactly where crucial marks were not gained.

In particular, there were some common errors that are worthy of highlighting to make a general point about reading the case study and each question very carefully. The common issues were:

- Ignoring the requirement to state LOCAL start and finish times in question 1 - this error was worth one mark.
- The case study stated that David was required to take a Regular Daily Rest. As the ferry crossing was only 10 hours and 15 minutes, the period immediately before was to be treated as Rest. Those who labelled that time as POA or Other Work in question 1 (and only took Rest on the ferry) caused the schedule to become illegal, and could only achieve a maximum of 5 marks out of the 12 available.
- Question 1 required the earliest possible time that David could depart Osnabrück. Candidates who inserted an unnecessary break en route, after the ferry (or completed the Rest period in The Netherlands after disembarking), could not earn a mark for the following line or for the departure time from Osnabrück.
- Question 2 required separate totals for each of Standing Costs and Running Costs. Candidates who did not provide these totals could not earn the two marks available, unless they arrived at the exactly correct final answer.
- Many candidates appeared not to have read in the case study that the purchase price of the vehicle was stated "excluding tyres" and those who deducted the value of the initial tyre set in their depreciation calculation in question 2 could not arrive at a correct final answer and sacrificed 4 marks.

These five examples of the need to read the case study and the requirements of each question carefully show that significant marks can be earned by putting in this reading and understanding time. Although we prefer to talk about "marks gained" or "marks not earned", these are examples where up to 16 marks could be lost.

Further examples of the results of common errors in reading the case study and question stems are:

- Question 1 stated that tachograph symbols were not acceptable to describe the driver's activities. No marks were earned for any line that only gave such a symbol.
- No marks were earned in question 3a for documents that David would also need to carry in the UK or would only have to carry on a journey outside the EU.
- Question 3b asked for additional costs to be described. Marks were often lost by candidates who did not provide a description - as the Student & Tutor Guide points out, marks are rarely given for simple lists, copied from training materials.
- Question 4a addressed offences that David "has already committed". He has not yet collected waste, nor operated outside the UK, so marks were not available in this part for those answers.

- Question 5 specifically mentioned the 3,499kg GVW vehicle on the parcel delivery work and asked only for requirements of GB domestic drivers hours rules. No marks were awarded for stating requirements of Regulation EC 561/2006.
- Question 6 asked for actions to be taken before loading. Answers that were not actions, or were actions to be taken during or after loading earned no marks.

Question One

This driver scheduling question required attention to the detail provided in the case study.

Candidates who took the time to establish the correct sequence of events, and who realised that the required Regular Daily Rest of 11 hours should be achieved by taking at least 45 minutes of rest before boarding the ferry, earned high marks.

An example of a correct schedule is below. Full marks could also be earned by candidates who scheduled a minimum three hour rest period at any time en route to Hull, although the more efficient use of time was to take advantage of the rest rules for ferry crossings.

Start Time	Finish Time	Activity Description	Activity Mode	
16:15	16:30	Start, Daily Walkaround Check	Other Work	
16:30	17:10	Leeds to York (40km @ 60kph)	Driving	
17:10	18:10	Arrive York, Loading	Other Work	
18:10	19:00	York to Hull (50km @ 60kph)	Driving	
19:00	20:45	Check in, Rest at docks	Rest	
20:45	21:00	Embark ferry	Driving	
21:00	08:15 ¹	Crossing in cabin	Rest	
08:15	08:30	Disembark ferry	Driving	
08:30	11:18	Rotterdam to German border ²	Driving	4
11:18	12:30	Netherlands border to Osnabruck ³	Driving	4
12:30	14:00	Arrive Osnabrück, assist unloading	Other Work	
14:00	14:15	Daily Walkaround Check	Other Work	5
14:15	14:30	Break	Break	5
14:30		Depart Osnabrück		

¹ The time change of one hour was accepted either on this line or on disembarkation.

² 224km @ 80kph.

³ 96km @ 80kph.

⁴ Answers that combined this journey into one line earned the same marks as those who split it into two periods (320km @ 80kph)..

⁵ Marks were awarded for these two lines, regardless of the order of the two activities.

Question 2

Most candidates were able to earn marks on this costing question.

Answers presented in any credible format, showing all workings to the nearest penny and with each cost named, were accepted. An example of a correct answer is set out below.

	£
STANDING COSTS	
Purchase price	30,000.00
less: Residual value	<u>10,000.00</u>
Amount to depreciate	20,000.00
Divide 5 years	4,000.00
Divide by 160 days, depreciation	25.00
Driver cost	150.00
Other standing costs per day	<u>95.00</u>
Total standing costs per day	270.00
Times 3 days =	
TOTAL STANDING COSTS	<u>810.00</u>
 RUNNING COSTS	
Tyres (£175*6/35,000) x 820km	24.60
Fuel (£1.16/4 = 0.29 x 820km)	237.80
Maintenance 0.08 x 820km	65.60
Eurovignette (€16*0.85)	13.60
Toll Collect(€0.20*192*0.85)	32.64
Ferry	<u>1,130.00</u>
TOTAL RUNNING COSTS	<u>1,504.24</u>
TOTAL COSTS	2,314.24

Question 3

This question was generally well answered, with most candidates understanding that documents that David would also have to carry in the UK would not earn marks. Marks were only awarded for documents that David must carry, so answers such as a European Health Insurance Card or European Accident Statement form did not earn marks.

In part a, common correct answers included:

- Vehicle Registration Document (or V5 or V379)
- Certificate of motor insurance or Green Card
- Driving licence
- Passport
- MOT (or annual test) certificate
- Letter of Attestation
- Certified copy of Community Licence ('Authorisation' was also accepted, but "certified copy" was required to earn this mark)
- CMR consignment note ("CMR" was required to earn this mark)

Part b required candidates to **describe** additional or higher costs. Answers to this part had to be in the form of a description and marks were not awarded for simple lists. Common correct answers included the following:

Ferry or Tunnel charges.

Tolls, which are more common outside the UK (or, Eurovignette/LKW Maut charges).

CMR insurance to cover higher potential liabilities.

The cost of upgrading David's Operator Licence to Standard International.

Higher cost of breakdown cover away from the UK.

Foreign currency exchange risk.

Medical insurance premiums to cover treatment abroad.

Higher subsistence costs for driver staying outside the UK.

Question 4

This question was well answered by most candidates, and the majority appeared to find the boxes and examples helpful. There were no marks available for simply repeating the examples provided.

Across the cohort, every possible example of an offence already committed, or that would be committed, was identified, but some candidates were not able to provide their answer in the correct part of the question.

Question 5

Many candidates did not address GB Domestic Drivers Hours Rules in their answers, and simply listed requirements of Regulation EC 561/2006, often obviously copied unthinkingly from training materials. Most candidates who responded directly to the question were able to earn more than half of the eight the marks available.

The question stem specifically referred to David driving his 3,499kg GVW on parcel delivery work, which the case study referred to as being to local addresses. Answers that gave details of record-keeping requirements therefore earned no marks. As with question 3, answers required a description, and the following 11 requirements earned marks:

Daily driving time no more than 10 hours.

Driving time includes any off-road driving.

Driving under EU rules counts towards the driving and duty limits under Domestic rules.*

A day is 24 hours from start of duty.

The fixed week runs from Monday to Sunday (midnight).

Duty time includes all driving & work (Duty time excludes break and rests was also accepted)

Driver must take adequate breaks (not strictly a GB Domestic Rules requirement, but accepted).

Driver must take adequate rest periods (not strictly a GB Domestic Rules requirement, but accepted).

Maximum duty time is 11 hours on driving days.

Driver is exempt from the 11 hour duty limit if driving no more than 4 hours on each day.

Driver may depart from these rules in an emergency.

* Answers that stated that the domestic driving counted as duty time for EU Rules did not describe a requirement of GB Domestic Rules and did not get a mark.

The following answers were also accepted as requirements of the rules, even though they refer to negatives rather than things that a driver must do.

No records are required to be kept.

Driving and duty times under EU rules cannot be counted as a rest or break under Domestic rules.

There are no specific requirements for breaks or rests.

Question 6

This question was well answered by most candidates, with very good descriptions given for the actions David should take at York before loading. Answers that detailed actions that David would take at Leeds (like the vehicle check) or during/after loading (like loading against the headboard) did not earn marks.

Marks were earned for, among many other acceptable answers,

Plan how the art works will be loaded/secured.

Check loading documents against the vehicles gross and axle weights.

Check that there are sufficient appropriate restraining devices, in good condition.

Check that appropriate loading equipment is available.

Check that the museum's staff are adequately trained to load/assist in loading.

OVERALL PERFORMANCE

Almost all candidates gave full answers to every question in this paper, indicating that sufficient time was allowed and that the candidates managed their time well.

Many candidates scored high marks, and the overall use of language and the presentation/layout of answers continues to improve with every examination session. However, as mentioned at the top of this report, there were many examples of the case study and question paper not being properly understood before questions were answered. For those sitting (or re-sitting) future R2 papers, I recommend studying [at least] pages 30 to 37 of the Student & Tutor Guide to help understanding about the types of questions that are asked, the command words that are used in questions, and tips about how to demonstrate knowledge and earn marks.

In setting the pass mark, examiners took into account the relative difficulty of this paper, compared to previous sessions, and factored in the extra time available to candidates. Pass marks are set with the aim of achieving consistency of requirement across all exam sessions.

The pass Mark was set at 30 and approximately 44% of candidates achieved this level.

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

OCR Customer Contact Centre

www.ocr.org.uk

For staff training purposes and as part of our quality assurance programme your call may be recorded or monitored

Oxford Cambridge and RSA Examinations
is a Company Limited by Guarantee
Registered in England
Registered Office; 1 Hills Road, Cambridge, CB1 2EU
Registered Company Number: 3484466
OCR is an exempt Charity

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

© OCR 2014

