

**Road Haulage (R2 – 05689)**

Certificate of Professional Competence

**OCR Report to Centres June 2014**

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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.

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## R2 – 05689

This R2 paper allowed two hours and 15 minutes for candidates to read the materials and complete their answers, as was the case in the previous session. Candidates should continue to benefit from the change in time allocated to this assessment.

In recent reports, I have been pleased to comment that the overall use of language and the presentation/layout of answers continues to improve with every examination session. However, this was not the case for this paper, where it was noted that the standard of scripts was not as high as recent session. Those candidates who did not achieve the minimum pass mark are advised to consider the following questions when they sit a future paper:

- Is my answer clearly written / should I consider using block capitals to ensure that my answer can be read?
- Where I have changed an answer, have I neatly crossed out the first response and allowed enough space for its replacement?
- If I use an additional sheet, have I clearly indicated that I have done so and have I written the relevant question number on the additional sheet?
- Have I avoided writing in the right-hand margin, to allow the marker to accurately record the marks I might achieve?
- In the driver schedule, have I read and understood the instructions in the question? Have I used tachograph symbols, when the question tells me they will not be accepted? Have I written the schedule in chronological order, with no time gaps and no times going backwards? Have I used local time, where required?
- In the costing question, have I thought carefully about the currency I am working in, and where the decimal point should go?
- In 'describe'/'outline'/'explain' type questions, have I expressed my answer as a sentence, including an appropriate verb, that directly relates to the question asked.
- Have I avoided simply copying a list from training materials that does not actually answer the question asked?
- Where a specific number of answers are required in a question (for example, 'give FIVE...'), have I thought about limiting my responses to that number, and putting my best answers within that total?

Once again, I suggest that candidates consult the Student & Tutor Guide (on the OCR website) for advice about the type of questions that may be asked, the command words that are used and the sort of answers that are most likely to earn marks.

Please note that a number of candidates have been submitting loose sheets of paper alongside the booklet provided. Candidates should be reminded to use the stationery provided by OCR.

### Question One

This three-part question related to operator licensing. The question stem pointed candidates to the guidance given in GV79G and TM1G. Although these do not have the force of law, the professionally competent transport manager should be aware of the details in them and be capable of applying that knowledge to a set of circumstances.

Answers to part a) were divided between those who achieved the full four marks available, those who did not have (or chose not to use) the source information, and a minority who applied the guidance to the number of vehicles owned, rather than the number authorised.

Part b) was generally well answered, although common mistakes were:

- Using the number of vehicles already owned, rather than the total authorised.
- Using out of date amounts per vehicle. The Sterling amounts to be used are updated annually and candidates are expected to be aware of the current figures.
- Applying £7,400 to the four licences only once, with all other vehicles requiring £4,100 each.
- Arithmetic errors.
- Failing to provide the total.

The answers to the three parts in c), each worth one mark, were easily researched and most candidates achieved good marks for this part.

### Question 2

Most candidates were able to earn marks on this driver's hours question. However, many candidates ignored the three requirements in the 'Notes:' section of the question. It is important to read the whole question, not just the introductory paragraph and/or the command paragraph.

In this question, there were no set times for the ferry departure from Harwich; for the deliveries and collections; or for breaks. The risk of marking being stopped for missing a set time was therefore much reduced compared to similar questions in past papers. Full marks would be achieved by the following answer.

Start Time	Finish Time	Description of Activity	Tachograph mode
18:45	19:05	Check vehicle	Other work
19:05	20:45	Drive to Harwich	Driving
20:45	21:00	Check In	Other work
21:00	21:30	Embarkation	Driving
21:30	09:30	Daily rest	Rest or Break
09:30	10:00	Disembark	Driving
10:00	12:00	Drive to Utrecht	Driving
12:00	14:00	Unloading	Other work
14:00	15:30	Drive towards Stuttgart	Driving
15:30	15:45	Break	Rest or Break
15:45	16:15	Drive towards Stuttgart	Driving
16:15	16:45	Break	Rest or Break
16:45	19:45	Drive to Stuttgart	Driving
19:45	21:45	Unloading	Other work
21:45	22:09	Drive to collection point	Driving

### Question 3

This question was generally very well answered, with most candidates giving answers correctly researched from the Guide to Maintaining Roadworthiness.

Safety issues are regarded by examiners to be among the most important to be examined, and there have been many questions set which can be well answered by referring to the Guide. I advise future candidates to consider very carefully which reference materials should be taken into the open book exam.

A few candidates gave four or five answers which were in line with the Guide's recommendations, but added some which were wrong, such as 'standard to be achieved' or 'size of fleet'.

### Question 4

This question was well answered by most candidates, and the majority demonstrated some knowledge of international VAT.

Common errors were to identify Norway as an EU state; to misunderstand the nature of one or more legs in terms of identifying where the journey was to/from or the nationality of the customer (this information was provided in the case study); and/or answering that UK VAT applied to the Oslo to Cambridge leg, or that the Stuttgart to Oslo leg was a Cabotage journey.

Part b) was generally well answered, although some candidates did not read the question carefully enough, or in full, and gave answers about using an agent.

### Question 5

This costing question was supported by detailed guidance in the case study, and required candidates to populate the boxes provided. The layout of the question meant there was a low risk of candidates forgetting to 'name each cost' or being able to lose marks through poor layout or failing to show workings. Most candidates scored well on this question, although the accumulation and conversion of the costs expressed in Euros proved too complex for some. The correct answers were as follows.

	<u>per km</u>	<u>for RUN1</u> Stuttgart/Oslo
Depreciation	£ 0.11	£ 88.00
Driver's wages		£ 400.00
Other costs	£ 0.04	£ 32.00
Tyre costs	£ 0.04	£ 32.00
Fuel costs	£ 0.50	£ 400.00
Toll Collect/Kombiverkehr/Eurovignette/link charges		€ 1,448.96
Toll Collect/Kombiverkehr/Eurovignette/link charges		£ 1,249.10
<b>Total costs</b>		<b>£ 2,201.10</b>

#### Workings

160 x .16	=	25.60
Link	=	15.36
Vignette	=	8.00
Train	=	1,400.00
		€1,448.96

$$€1,448.96 \div 1.16 = £1,249.10$$

## Question 6

This question was misunderstood by the majority of candidates, although a credible number achieved more than half the marks available and some earned full marks.

The most common errors were:

- Not relating answers to the circumstances described in the first paragraph of the question and the details provided in the case study. This question was about how RSA should **deal with claims** and candidates were expected to show that they understood that such claims would be subject to the CMR Agreement.
- Giving answers relating to insurance policies that might be appropriate, rather than to the checks to be carried out (see the following point).
- Not giving answers as 'checks RSA should carry out'. As the Student & Tutor guide points out, marks are rarely awarded for simply copying lists from learning materials. The command word in the question was "outline", and guidance about the sort of answers that this requires are set out in this Guide.

## 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.

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. They concluded that this paper was more challenging than previous papers and reduced the pass mark, with the aim of achieving consistency of requirement across all exam sessions.

The pass mark for this examination was set at 27 marks.

The pass rate for this examination was 44%.

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