

**Certificate of Professional Competence (R2)
Road Haulage (05689) June 2012**

Question number: 1

The question required a candidate to draw up a schedule for a two man crew to carry out a given international journey. The journey had a given time for the ferry, requiring candidates to determine the correct start time. A grid was offered on the question paper with the first line's activities pre-completed. This only required the candidates to enter the start and finish time for that line. The driving time was 21 hours with a working requirement of 21.5 hours. Marks were for each correctly completed line by the candidate. Twelve marks were available for the question.

Candidates' Performance

Most candidates offered an illegal schedule in that they had not determined that if the drivers started work at 0530 then they must start their daily rest no later than 0230. Many candidates put 'rest' for the second driver's activity when the vehicle was moving. Rest cannot be taken on a moving vehicle. So no mark was awarded to any line that showed one crew member driving and the other at rest. Many candidates missed the daily vehicle check on the second day or recorded it as 30 minutes even though the scenario stated 15 minutes. Numerous candidates stopped the vehicle for 45minutes after each period of 4.5 hours of driving; whilst not illegal it did not make the best use of the crew and vehicle in these. Examiners continued to mark the next line even though the time would be 45 minutes out, and as long the new answer for the line was correct then a mark was awarded.

Other wrong answers were drivers missing the ferry as the candidate had them arriving at 10.00, the same time as the ferry departed. Some candidates changed the time in the schedule at Calais by one hour; examiners allowed this but, for the future, unless the question specifically asks for this there is no requirement for a candidate to do this.

I would estimate that 80% of candidates offered an illegal schedule. As a result, most candidates could only gain 60% of the marks available.

Question Number: 2

The question required a candidate to calculate the depreciation for a vehicle and a trailer separately. They then had to determine the standing costs and the running costs for a three day round trip.

Two centres raised the possibility of confusion in relation to the drivers' wages, and whether it was £190 for one or both drivers. As the figures might not have been explicit to candidates, calculations using £190 for one, and £190 for both, were awarded marks. We thank the centres for their feedback and will try to ensure in future that the distinction is clear.

Candidates' Performance

The question had numerous possible ways of determining the correct answers and all correct methods gained marks. However, examiners sometimes struggled to follow the logic of how candidates had laid their answers out. The question asked for the candidates to clearly set out the standing costs, the running costs and the overall costs. If candidates had been penalised for failing to do this then very few would have gained marks. Candidates are reminded of the importance of making their calculations explicit to examiners, to allow them the best possible chance of gaining marks for correct answers.

The most common error the candidates made was calculating the running costs on 1400 kms; this was the one way distance and the question asked for a round trip. The second major error was the scenario said vehicles were utilised for 250 days per year and many divided the annual costs by 365. The third error was candidates only calculated standing costs for one day instead of three.

Very few candidates demonstrated that they understood the difference between standing costs and running costs.

Question Number: 3

The question was in two parts

- (a) This required a candidate to identify items required on a daily walk round check sheet, other than the equipment or items to be checked.

Candidates' Performance

A large number of candidates wrote "date" as an answer, which was not accepted. What was required was "the date of the report" or "the date item rectified". Candidates are reminded that this is a level three examination and one word answers are rarely sufficient to gain marks. It was surprising, given the new open book format, that so few candidates gained all the available marks, as information readily available from The Guide to Maintaining Roadworthiness would have assisted candidates with their answers to this question.

- (b) This required the candidate to calculate the correct safety inspection periods for a vehicle and a trailer.

Candidates' Performance

This was a very disappointing result for the majority of candidates. Very few candidates had an understanding of the difference between Lightly Loaded, General Haulage or Arduous work. The other error by 80% of candidates was that they calculated the distance for the journey to Milan, rather for the vehicle (as requested in the question), and given in the scenario as 240,000km per annum.

Question Number: 4

This question required candidates to merge two organisational charts that contained fundamental errors.

Candidates' Performance

Many candidates seemed not to understand management structures. Common wrong answers included:

Group Accountant, Group Engineering Director and Group Managing Director's PA reporting to the Group Transport Director.

Group Accountant, Group Transport Director and Group Engineering Director all directly reporting to the Group Managing Director's PA.

Mechanics reporting directly to the Group Accountant.

Transport Clerks reporting to the Group Accountant.

Drivers report directly to the mechanics.

Marks for these types of question require certain groups of staff to report to the correct people to gain the available marks. As you will discern from the above answers very few candidates achieved good marks for this question. Candidates are again reminded of the importance of setting out their charts clearly; not only is a mark available for a credible layout but a clear format allows examiners to most easily award marks for correct reporting lines.

Question Number: 5

Candidates had to determine from the information in the scenario what was required for individual depots to have their own Operator Licence. They should have determined that a Schedule 4 request would have been applicable. They then had to explain the process to gain the licence.

Candidates' Performance

Unfortunately, less than 5% realised what constituted the relevant application, even though the question and scenario were clear about it. A common answer was, "advertise in newspaper within 21 days of application". Again, candidates are reminded that this is a level three examination which, now that notes and books are allowed, focuses on candidates' ability to show they can apply their knowledge, rather than simply reproduce lists. They should also make note of the verb used in the question. In this instance candidates were asked to 'explain', and so very short answers were rarely enough to give sufficient detail to gain the marks. A model answer on this point might have included the following information: "If a schedule 4 application is refused you would have to advertise in a local newspaper within 21 days of your application using the correct wording as laid down in the guidance notes on the GV 79. You would have to obtain a copy of the newspaper containing the advertisement and send the full page that includes the advert to the central applications department at Leeds".

Question Number: 6

The question was about a driver from Turkestan and the documents (pertaining to himself, and not including his passport and driving licence) he would need to carry out an international journey and why.

Candidates' Performance

Very few candidates mentioned the Driver's Attestation, to provide proof of employment status. Most candidates mentioned wage slips and letters; these did not gain marks as the scenario gave a good clear example of a driver who would need a Driver's Attestation. Note that it is not just France that would require it; it applies to the whole of the EU.

Other answers included:

Prescription for the painkillers – this is a requirement in France. The vast majority of candidates were aware of this and answered it correctly.

Letter of attestation, to cover missing hours on his tachograph card, was well answered.

Letter of authority from the company to authorise him to drive the company's vehicle was also well answered.

Note that a Driver's Qualification Card is not a CPC Card or a Training Card. This is an open book examination and we expect the correct terminology to be used.

Wrong answers encountered were "spare Tachograph charts". These are not personal to him (used ones would have been if he had had any). Others were, "passport", "International driving licence", "visa", "Employment Visa", none of which were awarded marks.

Results:

Candidates achieving pass mark: 33%