

Critical Thinking

Unit: F501: The Language of Reasoning: High banded Candidate style answer.

Introduction

OCR has produced these candidate style answers to support teachers in interpreting the assessment criteria for the new GCE specifications and to bridge the gap between new specification release and availability of exemplar candidate work.

This content has been produced by senior OCR examiners, with the input of Chairs of Examiners, to illustrate how the sample assessment questions might be answered and provide some commentary on what factors contribute to an overall grading. The candidate style answers are not written in a way that is intended to replicate student work but to demonstrate what a “good” or “excellent” response might include, supported by examiner commentary and conclusions.

As these responses have not been through full moderation and do not replicate student work, they have not been graded and are instead, banded “medium” or “high” to give an indication of the level of each response.

Please note that this resource is provided for advice and guidance only and does not in any way constitute an indication of grade boundaries or endorsed answers.

Read document 1 “Degrees of value”, and answer questions 1 to 10.

Document 1

Degrees of value?

A degree used to be the pinnacle of education. However, there are now many reasons why degree-level qualifications are of very little value and are not worth having. 1

School leavers are having second thoughts about university, aware that an average graduate starting salary of £17,000 is hardly going to cover debts of up to £15,000 after three years of university. It is obvious that graduate salaries no longer match the crippling costs of getting a degree. 2

Recently 16,000 university students were interviewed and only one third expected to get, or look for, a graduate-level job when they left university. This, combined with evidence from employers showing that 11% of graduates who are in work, have jobs in sales and customer support, makes it clear that getting a degree does not lead to better employment prospects. 3

If we want our young people to go on to have marketable skills, we must ensure that we give them all the information they need about future employment prospects. The British Chamber of Commerce has suggested that the real skills shortage is in skilled construction and engineering technicians. This shows that degrees are not reflecting the needs of the economy. 4

The situation is worsened by the increasing numbers entering university. Twenty years ago only one in eight young people went to university. Now it is one in three. This lowering of entrance standards has devalued degrees. Confirmation comes from the fact that there are now more students studying for a degree in management than in the traditional subjects of physics and chemistry put together. 5

Some have argued that the planned increases in vocational degrees will result in higher status for degrees as vocational graduates are currently less likely to be unemployed than graduates with academic degrees. However, vocational degrees such as acupuncture and aromatherapy have been given the ‘thumbs down’ by some employers in these areas because they do not teach sufficiently specific skills and are not academically rigorous. 6

1(a) Identify the main conclusion of the argument presented in the passage.

[2]

<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<i>There are now many reasons why degree-level qualifications are of very little value and are not worth having.</i>	This is the correct conclusion, with no paraphrasing, omissions or additions. The word "identify" in the question should suggest to the candidate that the conclusion is clearly written in the passage and that they should be able to infer the answer

2(a) Identify the reason in paragraph 2 that is given to support the main conclusion. [3]	
<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<i>Graduate salaries no longer match the high cost of getting a degree.</i>	The candidate has identified the correct part of the paragraph but has substituted the word "crippling" with the word "high", which slightly alters the meaning. As in question 1, the word "identify" should have led the candidate to the relevant section.

(b) Identify the reason in paragraph 4 that is given to support the main conclusion. [3]	
<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<i>This shows that degrees are not reflecting the needs of the economy</i>	This is an accurate statement of the reason, with no paraphrasing or additional information.

3 Identify the hypothetical reasoning used in paragraph 4. [2]	
<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<i>If we want our young people to go on to have the skills needed in the workplace, we must ensure that we give them all the information they need about future employment prospects.</i>	The candidate has substituted the "needed in the workplace" for "marketable" in the original sentence but this is a limited paraphrase of a single word which does not substantially alter the meaning so marks can be awarded. However, given that the instruction was to "identify" it would have been preferable for the candidate to copy exactly the words used in the passage.

4 In paragraph 6, the author states: "Some have argued that the planned increases in vocational degrees will result in higher status for degrees." (a) Identify what component of the argument this is. [2]	
<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<i>It is the conclusion to the counter argument.</i>	Mark awarded = 2 Reason:-This is the correct answer.

(b) Explain you decision. [2]	
<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<i>The statement is the opposite to the main conclusion so it counters what the</i>	Mark awarded = 2 Reason: - The candidate explains both why the statement is a "counter" statement (i.e. it gives

<i>author says and there is a reason attached (as vocational graduates are currently less likely to be unemployed than graduates with academic degrees) so this makes this sentence the conclusion to a counter argument.</i>	the opposite position) and why it is the conclusion to a counter “argument” (i.e. the fact that it is a conclusion linked to an argument).
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5 Assess the evidence in paragraph 2 about graduate salaries and debt by suggesting three ways in which this evidence may not be representative of all students. [3]

<i>Candidate style answer</i>	<i>Examiner’s commentary</i>
<ul style="list-style-type: none"> <i>The article refers to debts of “up to £15,000” so many students will owe less than this amount, making it easier for them to repay the money.</i> <i>Although the starting salary may be £17,000 many will receive pay rises each year giving them additional money to pay the debt.</i> <i>If the debt is from a “student loan” then you need only pay it off when your income reaches a certain amount and then only a small percentage is taken from your salary each month, making the repayments feasible.</i> 	<p>Mark awarded = 3 Reason:-All three bullet points are valid.</p>

6 In paragraph 3, the author uses the results of research conducted on 16,000 students.

(a) Explain one way in which this could be a good piece of evidence. [2]

<i>Candidate style answer</i>	<i>Examiner’s commentary</i>
<i>16,000 is a very large sample size so the results are likely to represent the views of all students.</i>	<p>Mark awarded = 2 Reason:- The reference to a “very large sample size” shows an understanding that this is a statistical exercise and the statement “the results are likely to represent the views of all students” demonstrates an appreciation that using such a large sample nullifies the impact of anomalies.</p>

(b) Explain one way in which this might be a weak piece of evidence. [2]

<i>Candidate style answer</i>	<i>Examiner’s commentary</i>
<i>Although 16,000 is a large number it is a small percentage of the total number of university students so the views expressed by the sample may not represent those of all the students.</i>	<p>Mark awarded = 2 Reason:-The candidate explains how the limitations of the sample (1 mark) could affect the validity of the result (2nd mark).</p>

7(a) To support the reasoning in paragraph 4 what must the author assume about the subjects covered by degree courses?	
[2]	
<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<i>The author must assume that most degree courses are not in construction and engineering.</i>	Mark awarded = 2 Reason:-The candidate understands that the assumption is that there are insufficient courses producing construction and engineering graduates but he/she does recognise that there will be some courses of this type but that there are a greater number of courses for other subjects, hence the use of the word "most".

(b) Assess the assumption you have given in part (a). Explain whether this is a reasonable assumption to make, referring to material in the passage.	
[2]	
<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<i>The passage refers to degrees in management, physics, chemistry and vocational qualifications and there is no reference to people gaining degrees in construction and engineering so it would seem to be a reasonable assumption to make.</i>	Mark awarded = 2 Reason:-The candidate has used the material in the passage and linked it to the assumption they made. They could have used the information the opposite way by saying that the passage refers to only a limited number of degree courses and there are many others not mentioned e.g. law, medicine and so you cannot assume that there are not a number of courses in construction and engineering, making the assumption unreasonable. This would have also attracted 2 marks.

8 In paragraph 5, the author uses evidence about the numbers of students taking management degrees. What must the author assume about the entry requirements of management courses to support his argument that degrees have been devalued?	
[2]	
<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<i>To get on to a Physics or Chemistry degree course you need higher entry qualifications than you need to get on to a degree course to study management.</i>	Mark awarded = 2 Reason:-The candidate has clearly compared Physics and Chemistry with management in terms of their entry qualifications.

9 Give <u>one</u> reason that would support an argument in favour of taking a degree course.	
[2]	
<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<i>Evidence has shown that people with a degree earn considerably more money over their total working life than those without.</i>	Mark awarded = 2 Reason:-The candidate has given a valid point about the financial advantage of taking a degree course.

10 In paragraph 3, the author argues that degrees do not lead to better employment prospects. Does the reasoning in this paragraph support the author's overall argument? Explain your answer.

Candidate style answer	Examiner's commentary
<p><i>In paragraph 3 the author presents the reason that degrees do not lead to better employment prospects as support for the main conclusion that degree-level qualifications are of little value and not worth having. The evidence to support the reason is relatively weak in that a figure of 11% is a significant minority of graduates who are working in sales and customer support, which it is suggested are jobs lacking good employment prospects. Some of this 11% may be in management, which could offer excellent career prospects and it could be that the remaining majority i.e. 89% are also in good jobs. In addition, the fact that only one-third of the 16,000 university students expect to get a graduate-level job does not mean that this will be the outcome as they may not be fully aware of the opportunities or the situation may change. The fact that the evidence does not strongly support the reason means that the latter, in turn, weakens the main conclusion.</i></p> <p><i>You need also to consider whether even if degrees did not lead to better employment prospects, this would strengthen the main conclusion that degree-level qualifications are of little value and not worth having. It could be argued that studying for a degree improves academic abilities, regardless of employment potential, and that for many students attending university to study for a degree enables them to have an enjoyable experience whilst growing in maturity, as they have to take responsibility for their own actions away from the support of family. If these assets are seen as important then the reasoning in paragraph 3 is not relevant to the argument and the author would need to strengthen his argument by proving that studying for a degree did not enhance academic achievement or personal development.</i></p>	<p>Mark awarded = 6 i.e. high Level 3</p> <p>Reason:-The candidate not only discussed the limitations of the evidence as support for the reasoning in paragraph 3, which therefore weakens it but they then continued to examine the level of support given by that reason to the main conclusion. This meant that the question was fully answered, with excellent use of the material in the passage. Grammar, punctuation and spelling are good.</p>

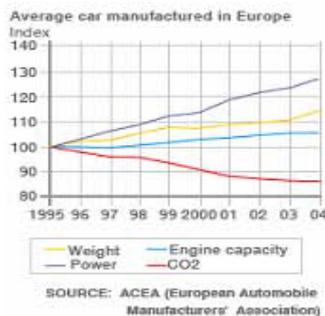
Section B:

Read document 2: "Car makers blame drivers over CO₂" and answer questions 11 to 19.

Document 2

Car makers blame drivers over CO₂

CO₂ EMISSIONS FROM CARS



The European Commission has proposed a new strategy to reduce carbon dioxide (CO₂) emissions from new cars and vans sold in the European Union, by forcing car-makers to make an 18% cut in carbon dioxide emissions from new cars by 2012. This strategy is to ensure the EU meets its greenhouse gas emission targets. By improving fuel-efficiency, the European Commission claims that this strategy will deliver substantial fuel savings for drivers. To encourage the car industry to compete on the basis of fuel-efficiency instead of size and power, the Commission has invited manufacturers to sign an EU code of good practice on car marketing and advertising.

1

The chief of industry body SMMT*, Christopher MacGowan has responded to these proposals by saying "low-emission cars already exist, the real problem is that motorists do not buy them." In a statement SMMT said, "While the motor industry accepts that it has an important part to play in the climate change debate, it has grave concerns over the impact of proposals made, as this would result in less choice for the motorist and higher prices on the dealer forecourt." Car industry officials insist they have already done much to improve efficiency, any further improvements would be prohibitively expensive. According to a Renault spokesman, "Each car could be 3,000 euros more expensive to make, if the industry is to meet the Commission's proposed requirement."

2

However, in the history of environmental legislation manufacturers have tended to exaggerate the cost of new legislation, according to BBC environment analyst Roger Harrabin, "It is unlikely that more fuel-efficient cars will cost more. Often when new laws are passed, they unveil cleaner models already on the drawing board but held back to squeeze maximum profit out of existing models." In the long-run consumers should be better off according to environment commissioner, Stavros Dimas: "Our analysis holds that the extra capital cost of making cars more fuel-efficient will be more than offset by the fuel savings over the car's lifetime," he said. "More fuel-efficient cars are good news for consumers. Not only will people be reducing their contribution to climate change that threatens us all, they will also pay less in fuel bills."

3

Car industry officials insist they have already done much to improve efficiency. In 1996 the car industry agreed to reduce emission output by 25% to 140g per kilometre by 2008. "We have proven that we are doing our bit by hitting interim targets of our voluntary agreement," Mr MacGowan said. But industry analysts point out that despite such lofty talk the industry does not stand a chance; "The European Automobile Manufacturers Association will miss the target" according to Lehman Brother's analyst Christopher Will. He observed that the car industry had achieved a 14% fall in average CO₂ emissions to 160g per kilometre by 2005 but commented, "However, going forward would be much tougher. The easy improvements are behind us, and progress is now at an even slower rate"

4

* SMMT – The Society of Motor Manufacturers Ltd

Adapted from *Car makers blame drivers over CO₂*, by Jorn Madslie, Business reporter, BBC News Website 7 January 2007

11 Assess how far the document "Car makers blame drivers over CO₂" is a credible report You should make two points, identifying and explaining relevant credibility criteria.

[6]

Candidate style answer	Examiner's commentary
<p><i>The document's credibility is increased by the reputation of the BBC as an organization with a good reputation as a reliable and authoritative source of news. A document produced by them can be expected to be accurate and trustworthy, as they would want to maintain their reputation, and a distorted or untruthful report would damage it.</i></p> <p><i>The BBC news website has no motive to lie about the issue of car manufacture and CO2 emissions, as it is not directly involved and has nothing to gain either way in the dispute. This enhances credibility.</i></p>	<p>This is a good answer which will gain full marks (6), because the candidate has used two relevant criteria, applied them accurately, and remembered to say whether this strengthens or weakens credibility. The candidate has remembered to refer to the document as a whole, and not to individuals.</p>

12 Look at the graph in Document 2. Explain whether this graph is relevant to the discussion in Document 2.

CO₂ EMISSIONS FROM CARS

Average car manufactured in Europe

Year	Weight	Power	Engine capacity	CO2
1995	100	100	100	100
1996	102	105	102	98
1997	104	108	103	96
1998	106	110	104	94
1999	108	112	105	92
2000	110	115	106	90
2001	112	118	107	88
2002	114	120	108	86
2003	116	122	109	85
2004	118	125	110	84

SOURCE: ACEA (European Automobile Manufacturers' Association)

[3]

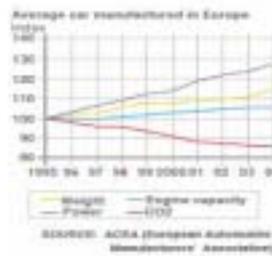
Candidate style answer	Examiner's commentary
<p><i>The graph is not relevant to the discussion because all we can tell from it is that CO2 emissions have fallen as the weight and power of cars have increased, but that is not what the discussion in Document 2 is about. The discussion is about whether the car industry can and will meet their targets to make more fuel-efficient cars without making them too costly.</i></p>	<p>This is a good, full mark, answer because it offers a thorough explanation with detailed reasoning.</p>

13(a) Assess the credibility of Christopher Macgowan, the chief of the industry body The Society of Motor Manufacturers Ltd (SMMT). You should make two points, referring to credibility criteria in your answer and explaining how these may strengthen or weaken his credibility.

Document 2

Car makers blame drivers over CO₂

CO₂ EMISSIONS FROM CARS



The European Commission has proposed a new strategy to reduce carbon dioxide (CO₂) emissions from new cars and vans sold in the European Union, by forcing car-makers to make an 18% cut in carbon dioxide emissions from new cars by 2012. This strategy is to ensure the EU meets its greenhouse gas emission targets. By improving fuel-efficiency, the European Commission claims that this strategy will deliver substantial fuel savings for drivers. To encourage the car industry to compete on the basis of fuel-efficiency instead of size and power, the Commission has invited manufacturers to sign an EU code of good practice on car marketing and advertising.

1

The chief of industry body SMMT*, Christopher MacGowan has responded to these proposals by saying "low-emission cars already exist, the real problem is that motorists do not buy them". In a statement SMMT said, "While the motor industry accepts that it has an important part to play in the climate change debate, it has grave concerns over the impact of proposals made, as this would result in less choice for the motorist and higher prices on the dealer forecourt." Car industry officials insist they have already done much to improve efficiency, any further improvements would be prohibitively expensive. According to a Renault spokesman, "Each car could be 3,000 euros more expensive to make, if the industry is to meet the Commission's proposed requirement."

2

However, in the history of environmental legislation manufacturers have tended to exaggerate the cost of new legislation, according to BBC environment analyst Roger Harrabin, "It is unlikely that more fuel-efficient cars will cost more. Often when new laws are passed, they unveil cleaner models already on the drawing board but held back to squeeze maximum profit out of existing models." In the long-run consumers should be better off according to environment commissioner, Stavros Dimas: "Our analysis holds that the extra capital cost of making cars more fuel-efficient will be more than offset by the fuel savings over the car's lifetime," he said. "More fuel-efficient cars are good news for consumers. Not only will people be reducing their contribution to climate change that threatens us all, they will also pay less in fuel bills."

3

Car industry officials insist they have already done much to improve efficiency. In 1996 the car industry agreed to reduce emission output by 25% to 140g per kilometre by 2008. "We have proven that we are doing our bit by hitting interim targets of our voluntary agreement," Mr MacGowan said. But industry analysts point out that despite such lofty talk the industry does not stand a chance; "The European Automobile Manufacturers Association will miss the target" according to Lehman Brother's analyst Christopher Will. He observed that the car industry had achieved a 14% fall in average CO₂ emissions to 160g per kilometre by 2005 but commented, "However, going forward would be much tougher. The easy improvements are behind us, and progress is now at an even slower rate"

4

* SMMT – The Society of Motor Manufacturers Ltd

Adapted from Car makers blame drivers over CO₂ by Jon Maddison, Business reporter, BBC News Website 7 January 2007

[6]

Candidate style answer

Macgowan has expertise in the topic of car manufacture as he is the chief of the Society of Motor Manufacturers, so he will have lots of knowledge about cars and CO₂ emissions. This strengthens his credibility.

Macgowan has a vested interest to defend car manufacturers, as he is head of the SMMT, and it is job to make manufacturers look good and defend their record in lowering CO₂ emissions.

Examiner's commentary

This is a good answer which will gain full marks (6), because the candidate has used two relevant criteria, applied them accurately, and remembered to say whether this strengthens or weakens credibility.

Because doing more in cutting emissions could affect his members' profits, he is bound to say that they can't do any more.

13(b) What else would you need to know in order to reach a judgment about the credibility of Christopher Macgowan's statement? You should make one detailed point. [3]

Candidate style answer	Examiner's commentary
We would need to know whether he has checked the relevant technical information and does understand what is involved in making fuel-efficient cars, or whether he is just speaking for himself.	This is a 3 mark answer. The candidate has made a relevant point and explained it well and fully.

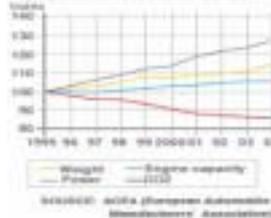
14 Assess the credibility of Roger Harrabin, BBC Environmental analyst. You should make two points, referring to credibility criteria in your answer and explaining how these may strengthen or weaken his credibility.

Document 2

Car makers blame drivers over CO₂

CO₂ EMISSIONS: PRODUCE

Average car manufactured in Europe



The European Commission has proposed a new strategy to reduce carbon dioxide (CO₂) emissions from new cars and vans sold in the European Union, by forcing car-makers to make an 18% cut in carbon dioxide emissions from new cars by 2012. This strategy is to ensure the EU meets its greenhouse gas emission targets. By improving fuel-efficiency, the European Commission claims that this strategy will deliver substantial fuel savings for drivers. To encourage the car industry to compete on the basis of fuel-efficiency instead of size and power, the Commission has invited manufacturers to sign an EU code of good practice on car marketing and advertising.

1

The chief of industry body SMMT*, Christopher MacGowan has responded to these proposals by saying "low-emission cars already exist, the real problem is that motorists do not buy them". In a statement SMMT said, "While the motor industry accepts that it has an important part to play in the climate change debate, it has grave concerns over the impact of proposals made, as this would result in less choice for the motorist and higher prices on the dealer forecourt." Car industry officials insist they have already done much to improve efficiency, any further improvements would be prohibitively expensive. According to a Renault spokesman, "Each car could be 3,000 euros more expensive to make, if the industry is to meet the Commission's proposed requirement."

2

However, in the history of environmental legislation manufacturers have tended to exaggerate the cost of new legislation, according to BBC environment analyst Roger Harrabin, "It is unlikely that more fuel-efficient cars will cost more. Often when new laws are passed, they unveil cleaner models already on the drawing board but held back to squeeze maximum profit out of existing models." In the long-run consumers should be better off according to environment commissioner, Stavros Dimas: "Our analysis holds that the extra capital cost of making cars more fuel-efficient will be more than offset by the fuel savings over the car's lifetime," he said. "More fuel-efficient cars are good news for consumers. Not only will people be reducing their contribution to climate change that threatens us all, they will also pay less in fuel bills."

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Car industry officials insist they have already done much to improve efficiency. In 1998 the car industry agreed to reduce emission output by 25% to 140g per kilometre by 2008. "We have proven that we are doing our bit by hitting interim targets of our voluntary agreement," Mr MacGowan said. But industry analysts point out that despite such lofty talk the industry does not stand a chance; "The European Automobile Manufacturers Association will miss the target" according to Lehman Brother's analyst Christopher Will. He observed that the car industry had achieved a 14% fall in average CO₂ emissions to 160g per kilometre by 2005 but commented, "However, going forward would be much tougher. The easy improvements are behind us, and progress is now at an even slower rate"

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Adapted from Car makers blame drivers over CO₂ by Jon Maddison, Business reporter, BBC News Website 7 January 2007

[6]

<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<p><i>To have become a BBC analyst, he would have a good reputation as a journalist who is to be trusted, which strengthens his credibility. He would not give an inaccurate or untrue report, as that would damage his reputation.</i></p> <p><i>He would be neutral in his views, as there is no reason for him to support either the car makers or the EU. This strengthens his credibility.</i></p>	<p>This is a good answer which will gain full marks (6), because the candidate has used two relevant criteria, applied them accurately, and remembered to say whether this strengthens or weakens credibility.</p>

<p>15 In paragraph 4 Mr Macgowan claims that “We have proven that we are doing our bit by hitting interim targets of our voluntary agreement.” Identify one piece of evidence that supports this claim.</p> <p style="text-align: right;">[2]</p>	
<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<p><i>The car industry has achieved a 14% fall in average CO2 emissions to 160 g per kilometer by 2005.</i></p>	<p>This is a 2 mark answer, because the evidence is precisely identified.</p>

<p>16 There is agreement that the EU strategy to reduce CO2 emissions from new cars will lead to cars costing more. Identify two of the claims that support this idea.</p> <p style="text-align: right;">[2]</p>	
<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<p><i>Renault spokesman: “Each car would be 3000 euros more expensive to make if the industry is to meet the Commission’s proposed requirement.”</i></p> <p><i>Stavros Dimas: “Our analysis holds that the extra capital cost of making cars more fuel efficient...”</i></p>	<p>These answers get 1 mark each; total 2 marks, because they are accurately quoted.</p>

<p>17 In paragraph 4, Christopher Will claims that “the easy improvements are behind us, and progress is now at an even slower rate.” Give one reason that would support this claim.</p> <p style="text-align: right;">[2]</p>	
<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<p><i>Further improvements will need more technology which we still need to develop more.</i></p>	<p>This is a 2 mark answer because it is both relevant and detailed.</p>

<p>18 In paragraph 3, Stavros Dimas claims that “the extra capital cost of making cars more fuel efficient will be more than offset by the fuel savings over the car’s lifetime.” Assess the reasonableness of this claim, with reference to material from the passage.</p> <p style="text-align: right;">[4]</p>	
<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<p><i>How reasonable this claim is will</i></p>	<p>This answer would gain 4 marks, because it is detailed, there is more than one point made,</p>

<p><i>depend on how long people keep a car and how many miles they do in it. If you don't drive a high mileage, you won't be using so much petrol, and therefore the savings in petrol costs will not be that big. The extra cost of 3000 euros is a lot to save on petrol costs. It will also depend on what happens to the price of petrol in the future. If petrol keeps on getting more expensive, you will obviously save more money by having a petrol efficient car.</i></p>	<p>and the reference to the passage is very relevant.</p>
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19 You should make an informed judgement about whether Christopher Macgowan or Roger Harrabin is the more credible. You should make two developed points that contrasts the relative credibility of the two men. **[6]**

<i>Candidate style answer</i>	<i>Examiner's commentary</i>
<p><i>Roger has better expertise than Christopher, because he knows about environmental matters generally, because he is an environmental analyst, but Christopher probably only knows about cars, because he works for the car industry. Also Christopher is more likely to be biased, because it is his job to speak up for the car manufacturers, but Roger works for the BBC and so has no reason to be biased about cars and carbon emissions. So Roger is more credible than Christopher.</i></p>	<p>This candidate would get 6 marks, because two credibility criteria have been used and applied to both people, and a clear judgement has been made as to which is more credible.</p>