

Certificate of Professional Competence – International – Unit (05610) September 2010

Question 1

The question related to conditions of use for ECMT permits and was generally answered well by most candidates (Ref 1.5, 1.7).

Question 2

Related to CMR and, whilst most candidates were able to explain the term 'successive carrier' in part (a), many were less sure about levels of liability arising from claims, in part (b) (Ref 2).

Question 3

This question, specifically relating to drivers' hours regulation in EU and non-EU countries, demonstrated a distinct lack of knowledge of the exact boundaries of the EU by many candidates (Ref 3, 22).

Question 4

As a charge out cost/profit question this was handled well by the majority of candidates, which is a most welcome development given current economic circumstances (Ref 7).

Question 5

Part (a) was poorly answered because many candidates did not appreciate that the EHIC can only cover emergency medical treatment not all medical treatment. Part (b) was reasonably well answered but did result in a range of incorrect answers (Ref 8).

Question 6

In this question candidates were generally able to identify the types of data used to calculate OCRS scores. Those that failed to do so generally thought that the question related to 'O' licence qualitative criteria. (Ref 6).

Question 7

The fact that candidates were given form references and asked for the roles of both of the forms, instead of asking to supply a form references and being given the roles, seemed to cause problems for many and this question was not well answered. (Ref 12).

Question 8

Surprisingly, this question about international transport operations which were either legal or illegal, and why they were so, also demonstrated poor knowledge of the EU boundaries and member states. This fact is certainly an issue should candidates wish to operate or control fleets internationally (Ref 13).

Question 9

This TIR question appeared to cause few problems and was generally answered well (Ref 15).

Question 10

Requiring candidates to evaluate the eligibility of drivers to drive within the EU seemed to cause few problems in this question, which was surprisingly well handled by most candidates (Ref 19).

Question 11

As winter approaches, a question relating to the use of equipment in snow seemed to present a lot of problems to many candidates. As this is a part of the syllabus, as well as an operational issue which could result in prosecution, it was noted that it was generally very poorly answered (Ref 20)

Overall the paper appeared to demonstrate that some candidates do not take sufficient care to read the question stems carefully before answering and that a relatively high percentage of candidates are unsure about EU and non-EU countries and associated issues.

Pass Rate: 56%