Level 3 Certificate of Professional Competence for Transport Managers (Passenger Transport)

Examination Date – 4th September 2026

Chief Examiner's Report

1. Scope

The report below is intended to provide tutors and candidates with guidance on the most recent examination and to support preparation for future examinations. It aims to explain how candidate responses were assessed and where marks were awarded or not awarded within this examination. This report should be read alongside any additional guidance provided on the Skills and Education Group Awards website.

2. Exam Results

As you may now be aware, the P1 (multiple choice paper) has a fixed pass mark of 42 out of 60 (70%), unless adjustment is required due to extenuating circumstances.

The P2 (Case Study) paper pass mark, as always, will continue to be set as part of the Awarding process completed by examiners and SEG Quality. However, there is a notional pass mark of 30 out of 60 (50%).

P1 paper – multiple choice
The pass mark for this paper is 42, with 18 (31.6%) candidates achieving this mark. This result is a significant decrease (58.14%) over the June 2026 series.

A total of 57 candidates sat this examination.

P2 paper
The pass mark for this paper was set at 32, with 43 (82.7%) candidates achieving this mark. This result is a positive increase (7.5%) over the June 2026 series.

A total of 52 candidates sat this examination.

3. Important Notes

Even though there has been improvement, many of the comments below are a repeat of previous reports. It would be appreciated if all Centres concerned could take the following comments on board and implement them as best as possible.

3.1 Answer writing

As a reminder to candidates and any new examination centre, it clearly states on the front of the answer booklet that candidates **must** write their answers in ink with no exceptions. This is also reiterated by invigilators to candidates at the beginning of the examination. Any answer booklets received with answers written in pencil by the candidate will **NOT** be marked.

Can all centres please continue to check that all candidates only have pens at the exam to eliminate this practice in future.

However, I am pleased to report that this issue no longer appears to be occurring. Thank you to all those involved for their efforts in bringing about this improvement.

3.2 Loose sheets of paper

This has improved significantly. However, there remain instances where loose sheets are being used unnecessarily, despite the two spare pages at the end of the answer booklet not having been used. The use of loose sheets should be limited to occasions where they are genuinely necessary.

This helps alleviate the risk of the sheets becoming detached from the relevant answer booklet, which may result in them not being received by the examiner or the answers being missed during marking.

If loose sheets are required due to a candidate using all the spare pages at the back of the answer booklet, please ensure that your candidate puts their name and candidate number at the top of each sheet and the question number the answer or workings are for. Please then firmly attach these sheets to your candidate's answer booklet.

3.3 Question Reading

All candidates should be made aware of the need to follow all instructions provided in the question and any corresponding notes. Marks are frequently lost where these instructions are not followed.

3.4 Question Answering

a) Requested number of answers

All candidates should be made aware that examiners will only mark the number of responses requested within a question. For example, where a question asks candidates to 'give 5 reasons', only the first 5 responses will be marked.

However, where a response has been clearly crossed out, it will not be marked by the examiner. If a question is continued or rewritten elsewhere, a clear annotation MUST be provided to direct the examiner to the correct location.

Where a response has NOT been crossed out, and there is NO annotation to indicate the location of an alternative response, the examiner will mark what is written against the question and NOT the alternate answer.

The above is something that we urge training centres to instil within their candidates to eliminate this issue.

When a question requires a specific number of responses, it is considered best practice to present this as a numbered list (1, 2, 3, 4, etc.). This helps ensure the candidate gives the correct number of answers and allows the examiner to find all the answers given. Where answers are included within a large paragraph, there is a greater risk that relevant points could be missed.

b) Verbs

A significant number of candidates continue to struggle with the differences between describe, outline, state, give, list, actions, etc.

While centres continue to advise candidates on this point, misunderstandings in this area are, at times, costing candidates a significant number of marks and, ultimately, a pass.

There are three 'levels' of depth required. The verbs used fall into three categories.

a) Give / state / identify
b) Describe / outline / detail
c) Explain / analyse

The word action (to do something) is also used and continues to be misunderstood by some candidates. In-depth guidance is provided below:

a) Give / state / identify

These are the least demanding of the command words. They do not require a full explanation or a very detailed description BUT they do require the candidate to

select the right information / knowledge and demonstrate it straightforwardly. These questions might also be phrased, 'What documents…' or 'What items…' and answers may need more than a couple of words to make them item specific.

For example, 'Give FOUR documents that must always be carried on the vehicle outside the UK'.

x community licence isn't specific enough, because what actually must be carried is
✓ a certified copy of the community licence.

For example, 'Give three pieces of information on the driver daily vehicle check sheet'.
x The date isn't specific enough for a check sheet but the
✓ date of vehicle inspection or date of fault rectification is.

For example, 'Give FIVE actions that a driver should carry out on his load'.
x Restraints is not action; even suitable restraints is not action but
✓ check restraints are suitable for the load IS an action!

Caution! Check what comes after the give/state/identify. Don't let verbs like 'give', 'state' or 'identify' hide what the rest of the question asks for. 'Identify' is used to signify that the simplest item of information is required. With the open book format, marks are rarely given for very simple items that can come straight out of a book. Now, when we use 'identify', we are asking the candidate to engage in a thought process and give us the result of that.

For example, 'Identify where the plan does not meet the requirements of the legislation'.
x The answer to this is not just 1st week but could be
✓ The gap between inspection periods (the 1st week of January and the 3rd week of March) is too long.

b) Describe / outline / detail

These verbs ask candidates to do more than just give a simple answer. A broad definition of each of them is, 'characterise, give the main features or various aspects of, summarise'.

We expect candidates to give details or a description.

A few words or a list will not be enough. Candidates should ask themselves 'HOW?' and make sure that those details are covered in their answer

For example, 'Describe TEN defects that would render the tyres illegal'.

x Cuts is not a description. Neither is Wear. (Think: HOW? would each item render the tyres illegal))

✓ 'Cuts in the tyre in excess of 25 mm' or 'Wear deep enough to expose the ply or cord' give a description – they contain detail.

Caution! Beware of using 'ensure' as the verb in responses. Usually 'check', 'prove', 'submit' or 'provide' etc. will outline actions more appropriately.

c) Explain / analyse

These verbs indicate the most challenging kind of question; they ask for depth, reasoning and judgement. A definition of this command is, 'define, offer reasons for or a cause of, justify'. We expect candidates to do more than just describe in their answers. Instead, they must go into thorough detail AND, where relevant, give reasons.

Not all 'Explains' require reasons BUT candidates must still go into detail AND answer the question. They should ask themselves 'WHY?' and make sure the 'BECAUSE' is covered. Candidates should check what they are supposed to be explaining (a reason? process?) and make sure that question is answered.

Answers to this type of question need to be full sentences that provide in-depth detail. If a question asks for a process or steps, then that is what is required for the marks.

For example, 'Explain how NINE additional or higher costs could arise as a result of carrying out international journeys'.

x Tolls. does not EXPLAIN how a higher cost arises does not give details

✓ Tolls can create higher costs (WHY?) because many motorways in Europe charge tolls, unlike the UK where there is only one toll motorway.

For example, 'For the criteria of financial standing, explain what SEG will need to demonstrate to the Traffic Commissioner'.

x £8000/£4500 does not EXPLAIN – does not go into detail

✓ SEG will need to show that it has (details) £8000 for the first vehicle and £4500 for every other vehicle (WHY?) because it has to demonstrate that there is enough money to keep the vehicles in a fit and serviceable condition.

DON'T FORGET to look at what comes after the verb:

- State which
- Calculate whether or not
- Explain how

- Explain why

This is part of the question. If candidates miss this, they may be answering the wrong question and losing opportunities to gain marks!

d) Actions

This requires the candidate to include a verb in their answer that shows that someone is going to do something, or has done something, or that something has or is going to happen.

The action could be quite short, but actions in a question are normally added to any of the above.

Examples of actions are: submit, apply, pay, install, provide, place, send, obtain, etc.

For example, State FIVE actions SEG must take for their Operator Licence application

x financial evidence. This does not give an action
✓ Submit financial evidence

4. Question Answers / Guidelines

Multiple Choice Paper

The number of candidates passing this paper has increased, which is positive. However, more work is still required to improve this further. Let's aim for a 50% pass rate by the end of 2026!

The correct answer for each question scored highly overall. However, a significant number of questions were answered incorrectly, either because candidates did not know the answer or had misunderstood the question. Additional practice may therefore be beneficial.

Of the 60 total questions, 39 were answered correctly by at least 60% of candidates. A further 8 questions were answered correctly by only 13.33% of candidates, with the remaining 13 questions answered poorly.

Question Spotlight
This section has been added to help identify one or two questions where candidate performance was lower than expected.

Question 1

A driver starts work at 14.00hrs. They attend a meeting in the transport office for one hour; collect paperwork, checks, fuels and cleans the coach to be driven for a further 45 minutes; and starts driving at 15.45hrs. What is the latest time at which they must stop driving to take a break?

A. *20.00hrs*
B. *20.15hrs*
C. *21.00hrs*
D. *21.45hrs*

The correct answer to this question was A, with 31 candidates selecting this option. A total of 26 learners answered this question incorrectly, with answer B garnering a similar number of selections as the correct answer.

All candidates should be familiar with this requirement.

A quick explanation of the correct answer is:-
As the question is asks for the latest time at which a driving break must be taken, candidates simply needed to identify the driving start time (1545 hours) and add 4.5 hours. This gives a latest break time of 20:15. All other information in the question is irrelevant to this calculation.

Question 2

A driver working subject to Regulation EC561/2006 has worked for an uninterrupted period of six hours. The driver must now take a break of at least how long?

Commented [ND1]: The wording of Q16 is a clue to the answer to Q15.

Commented [TK2R1]: Q15 replaced and MS updated

A. 15 minutes
B. 20 minutes
C. 30 minutes
D. 45 minutes

The correct answer to this question was A, with only 9 candidates selecting this option. A total of 48 learners answered this question incorrectly, with answer C garnering a significantly more selections than the correct answer.

All candidates should be familiar with this requirement.

Answer A is correct because the question asked how long a break is required after six hours of uninterrupted work. Although it stated in the question that the driver was working subject to Regulation ECS 561/2006, the question itself related specifically to working time requirements.

This question highlighted the importance of reading the question carefully.

Case Study

As before, all examination answers are published with the allocation of marks and any relevant explanatory notes.

Some training centres do request further clarification or explanation on certain questions, which we are always happy to provide. However, it is hoped that providing the answers for each question will address some, if not all, of your queries.

A substantial amount of quality assurance activity is undertaken to ensure that each examination paper is fair, balanced, and consistent across the series. This review continues through the question authoring, reviewing, scrutineering, Chief Examiner review and internal quality control stages.

An examiner standardisation meeting takes place following the exam, where a sample of marked candidate answers is compared to the mark scheme and, where necessary, refining of the mark scheme is carried out to address any anomalies identified during the initial phase of marking. Any amendments made following this process have been highlighted within this report

We sincerely hope that this extra information will prove helpful to you and your candidates.

Guidance for all questions and answers

The following is to help you better understand the excerpts provided from our mark scheme:-

1. Anything in **bold type** is required to be part of the answer provided or at least wording that is very similar that leads the examiner in the same direction as to that in bold type.

2. On the questions below all the bold text highlights the important parts of the question that the candidate should have took on board when providing their answer.

3. Words included in the suggested answer that are not shown in bold are not mandatory. Their inclusion is optional and intended only as supportive or illustrative detail. The absence of these words does not affect the awarding of marks with a caveat that some wording may be necessary to ensure an outline/explanation answer is properly given.

4. Where the word "OR", or the symbol "/", is used between acceptable answers, the inclusion of any one of the listed options is sufficient for the award of the mark. If these options are provided separately within a candidate's response, they are treated as equivalent and only one mark may be awarded, as the responses are considered to address the same assessment point.

5. Where the mark scheme shows "1 + 1" and maybe more it means that marks were allocated to various parts of the answer such as:-

    a) in a costing question there could be marks for the workings and the answer with a mark awarded for the workings even if the final answer is incorrect
    or
    b) if the mark scheme shows a table with multiple answers in bold then each one will gain a mark if correct.

6. 'Marking Notes' such as "Mark the first 8 answers only" have been included for individual questions where appropriate.

    This means that only the first eight responses provided by the candidate would be considered for marking. Any additional responses beyond this limit would be disregarded and therefore not awarded marks.

Question 1

Walvingham Executive Travel Ltd (WET) is to operate a route to Scarborough, returning to Walvingham via Bircham Heath, on Thursday of next week.

Use the information provided in the case study to complete the table below for the driver schedule for the journey. Your schedule must start when the driver begins work at WET's Ltd.'s operating centre on Thursday and end when the driver finishes work at Walvingham

Notes:

- You **MUST** show a start time, finish time, a clear activity description and the appropriate tachograph mode (no abbreviations allowed) for each activity.
- Tachograph symbols are **NOT** accepted.

(12 marks)

This was a straightforward driving schedule question that provided candidates with a good opportunity to gain marks.

All information required to answer this question is located within the case study and relevant training materials.

Candidates were required to understand that attendance at a mandatory work-related training course is classed as other work. This meant that a working time break was required at either the end of the course, or at the latest, six hours after the start of the registration period. A number of candidates failed to identify that the mode should be recorded as other work, and so failed to gain marks.

Many candidates failed to take a working time break and were unable to gain any marks for the period after 12:05, with the drive to Scarborough undertaken in breach of working time rules.

The marks were spread out across the whole range, with peaks at 4, 10 and 12 marks (8, 9 and 16 candidates respectively). A total of 16 candidates (30.77%) achieved the full 12 marks.

Some common mistakes were:-

1. Not including the CPC training session inclusive of the break.
2. Starting the schedule after the training session.
3. Miscalculating time periods for driving, etc.
4. Use of tachograph symbols
5. Putting 'rest' in the activity when it is a 'break'

A model answer is set out below.
Marking Notes:-

1. Adaptations were introduced by the examiners at standardisation for the training course registration and attendance to be as inclusive as possible.
2. The time column is not required in the exam. It is there to assist the examiners when candidates incorrectly state start and finish times.
3. If the times are incorrect but the duration is correct, the mark is still awarded and marking continues.
4. One mark for each line with correct start time, finish time, activity description and mode.
5. No abbreviations allowed except OW for other work
6. Stop marking for illegality.
7. Unnecessary activities result in no mark for the following line.
8. Do NOT combine unnecessarily split driving periods to give a mark for otherwise correct driving time.
9. Unnecessary answers result in no mark for the next line

ANSWER					MARKS
Start	**Finish**	Times	**Activity**	**Mode**	
0750	**0800**	10 mins	**Registration**	Other **work**	1
0800	**1130**	3.5 hours	**Training** OR **CPC course**	Other **work**	1
1130	**1145**	15 mins	**Break** (WT)	**Break**	
1145	**1155**	10 mins	**Vehicle check**	Other **work**	1
1155	**1205**	10 mins	**Drive Walvingham** station	**Driving**	1
1205	**1210**	5 mins	**Load** passengers	Other **work**	1
1210	**1630**	4 hours 20 mins	**Drive Scarborough**	**Driving**	1
1630	**1715**	45 mins	**Break**	**Break**	1
1715	**1945**	2.5 hours	**Drive Bircham Heath**	**Driving**	1
1945	**2030**	45 mins	**Break**	**Break / POA**	1
2030	**2220**	1 hour 50 mins	**Drive Walvingham** station	**Driving**	1
2220	**2225**	5 mins	**Unload** passengers	Other **work**	1
2225	**2235**	10 mins	**Drive operating centre**	**Driving**	1
TOTAL MARKS					**12**

Question 2

Walvingham Executive Travel Ltd (WET) is to operate a route to Scarborough, returning to Walvingham via Bircham Heath, on Thursday of next week.

Use the information provided in the case study to calculate the total cost to WET of operating the route next Thursday

Notes:
You MUST name each cost and give a total for each
You MUST show all your workings to the nearest 1p, always rounded up

(12 marks)

This was a straightforward costing question, which was answered fairly well. A total of 23 candidates (44.23%) achieved full marks. The remaining scores were spread out across the range, with peaks at 8 and 9 marks, each achieved by seven candidates.

Some common mistakes were:-

1. Failing to name each cost.
2. Joining various costs under running costs, working out a rate per km, adding them all together and then multiplying by the travel distance. Depending on the method what was written, this resulted in the loss of two or three marks.
3. Getting the travel distance wrong.

A model answer is set out below:-

Marking Notes:-

1. Additional mark for credible workings for depreciation, fuel and tyre costs

ANSWER			MARKS
Distance	10km + 260km + 150km + 110km + 10km	**540km**	1
Depreciation	£105,000 - £75000 divide by 5 years divide by 240 days	**£25**	1+1
Standing costs	£14,400 divide by 240 days	**£60**	1
Driver		**£195**	1
Passenger assistant		**£140**	1
Tyres	£4,400 divide by 40,000km x 540km	**£59.40**	1+1
Fuel	£1.4 per litre divided by 10km/l x 540km	**£75.60**	1+1
Maintenance	£0.19 x 540km	**£102.60**	1
Total		**£657.60**	1
TOTAL MARKS			**12**

Question 3

Walvingham Executive Travel Ltd (WET) has been offered a three-year contract by Yukon Tours plc, as described in the case study. The company's plans will require it to take actions regarding operator licensing.

With regard to operator licensing describe TEN actions that WET will have to take as soon as possible.

Notes:
- Marks will be awarded for correct actions and details related to those actions
- Only the first TEN actions or details will be marked

(10 marks)

This was a straightforward question designed to test a candidate's knowledge of operator licensing. In essence, it simply required candidates to understand that the existing Operator Licence needed to be upgraded to a Standard International licence, alongside the addition of a new operating centre and an increase in the number of vehicles.

All the information required to answer this question is located within the case study and relevant training materials, with 17 available answers to get 10 marks from.

A total of 5 candidates failed to gain any marks on this question. The majority of candidates scored between 2 and 5 marks, with the peak mark being 2 out of 12. No candidate acheived the full 12 marks.

Some common mistakes were:-

1. Not understanding the requirements of the question.
2. Not using an appropriate action verb.
3. Not writing the answer as a description
4. Providing a list of items without linking them to an action. Whilst many of the items identified were correct, marks could not be awarded where no action was stated.

Set out below is the model answer.

Marking Notes:- (if required)

1. Mark first 10 responses only.
2. Answers must describe actions.
3. Financial evidence must state a document.

ACTION	DETAIL	MARKS
Apply / Request / Submit	**application** to Traffic Commissioner for West Midlands Traffic Area OR VOL to upgrade to an **International operator licence**	10
Apply / Request / Submit	**application** to Traffic Commissioner for West Midlands Traffic Area OR VOL to **add Bircham Heath** OR **Yukon (YDP) premises as an operating centre**	
Apply / Request / Submit	**application** to Traffic Commissioner for West Midlands Traffic Area OR VOL to **add authorisation for one additional vehicle**	
Submit / send / upload	**financial evidence** by **submitting certified accounts** OR **Bank statements** OR **Building society statements** OR **overdraft facility**	
Appoint / Employ / Recruit / Engage	**a transport manager with international TM CPC**	
Submit / send / upload / notify	**evidence of transport manager** OR **TM1** OR **Name**	
Submit / send / upload	**CPC** for **Road Haulage** OR **Transport Manager**	
Submit / send / upload	**transport manager contract**	
Disclose / inform / state / provide / divulge	any **convictions of external** OR **new transport manager**	
Enter into / **engage** in / **set up** / **take out** / **establish**	a **maintenance contract**	
Add / submit / provide / state	**maintenance provider** OR **contractor** details OR **contract**	
Submit / send / upload	**sample safety inspection sheet** if requested	
Submit / send / upload	**plan** OR **sketch** OR **map plan of Bircham Heath** OR **Yukon (YDP) premises**	
Submit / send / upload	**letter from landlord** OR **Yukon (YDP) giving permission to park**	
Pay / make payment	for **application fee**	
Place / Install / Put / insert	**green vehicle disc in vehicle**	
Apply for / obtain / request	**a UK Licence for the community**	
TOTAL MARKS		**10**

Question 4

Walvingham Executive Travel Ltd drivers are to attend a periodic training course on the subject of the working time regulations.

Outline **TEN** provisions of the Road Transport (Working Time) Regulations 2005 that relate to breaks or maximum working times.

(10 marks)

This was a straightforward question designed to test a candidate's knowledge of working time regulations.

This question offered candidates the opportunity to achieve a high score, as all information required was readily available within the training materials. The information assessed in this question is essential knowledge that Transport Managers would be expected to possess.

There were 18 possible answers available, from which candidates could choose 10.

A total of 6 candidates failed to gain any marks on this question. The majority scored between 5 and 10 marks, with the peak mark being 9 out of 10 (21.15%). Only 6 candidates (11.5%) acheived the full 10 marks.

Some common mistakes were:-

1. Not understanding the question.
2. Stating EC 561/2006 Driver's Hours Regulations answers.
3. Not writing the answers as an outline.
4. Using a mixture of answers from working time and driver's hours regulations.

Set out below is the model answer.

Marking Notes:-

1. Mark only the first 10 answers
2. One mark for each credible outline or words very similar to those in bold

ANSWER	MARKS
Weekly working time must **not exceed** an **average of 48 hours per week**	10
Average working time / reference period is normally calculated over **17 weeks**	
Reference period (or as above) can be **26 weeks if a collective** OR **workforce agreement is in place**	
Average working time is normally calculated from **1st Dec, 1st April and 1st Aug** OR to **1st April, 1st Aug, 1st Dec**	
Working time must **not exceed 60 hours in a** single **week**	
Drivers must **not work more than 6 hours without** taking **a break**	
If **working hours** total **between 6 and 9 hours**, working time should be **interrupted by** a **break or breaks** totalling **at least 30 minutes**	
If **working hours** total **exceeds 9 hours**, working time should be **interrupted by a break or breaks** totalling **at least 45 minutes**	
Breaks must be at **least 15 minutes**	
Holiday days count for **8 hours** OR **48 hours per week**	
Sickness days count for **8 hours** OR **48 hours per week**	
Maternity/Paternity/Parental leave days count for **8 hours** OR **48 hours per week**	
Breaks may not be taken at the beginning and end of shift	
Working time includes driving and other work (accept credible specific activities that include driving)	
POA does **not count as work**	
Night work is any work **between 01.00hrs and 0500hrs**	
Night workers limited to **10 hours work in 24-hour period**	
Night workers can **opt out of limit by workforce agreement**	
TOTAL MARKS	**10**

Question 5

Walvingham Executive Travel Ltd (WET) currently maintains its vehicles in-house. The company intends to acquire a new vehicle for the proposed Yukon Tours plc contract, to be maintained by the vehicle leasing company.

Part A
Identify **FOUR** safety inspection facilities that the DVSA Guide to Maintaining Roadworthiness states should be available to enable vehicle safety inspections to be carried out.
(4 marks)

Part B
Give **FOUR** documents that WET and/or the leasing company that will maintain the proposed vehicle for the Yukon Tours plc contract would be expected to have in place regarding vehicle maintenance, as recommended by the DVSA Guide to Maintaining Roadworthiness.
(4 marks)

Total marks = 8

This was a simple maintenance question that offered candidates the opportunity to achieve a high score, as all information required was readily available within the training materials and the Guide to Maintaining Roadworthiness.

There were 13 available answers for Part A and 12 available answers for Part B, with only four answers required in each part.

Most candidates were able to answer Part A correctly; however, many struggled with Part B. A significant number of candidates did not attempt Part B at all.

The majority scored between 4 and 8 marks, with the peak mark being 4 (28.85%) out of 8. A total of 12 candidates (23%) acheived the full 8 marks.

Set out below is a model answer.

Marking Notes:-

1. Mark only the first 4 answers in Part A and Part B.
2. The words in bold (or very similar) were required for this question.
3. Tools & equipment – only one mark for any or all tools listed.
4. Safe working environment – firm/level/ flat ground is acceptable under this heading; however, 'suitable working environment' is too vague unless justified.

ANSWERS – PART A	MARKS
safe working environment	4
undercover accommodation for the largest vehicle in the fleet	
tools and equipment appropriate to the size and nature of the fleet	
adequate **under-vehicle inspection facility** OR **ramp** OR **pits**	
adequate lighting OR **low level lighting**	
access to **brake test equipment** OR **roller brake tester** OR **decelerometer**	
access to **headlamp test equipment**	
brake temperature sensing device	
tread depth gauge	
tyre pressure gauge	
access to **on-board diagnostic equipment**	
access to **emissions testing equipment**	
access to **steam** OR **pressure under-vehicle washing facilities**	

ANSWER – PART B	MARKS
Inspection manual	4
Safety inspection sheets OR **records** OR **reports**	
Risk assessments	
Repair work records	
Driver defect reports	
Maintenance planner	
Ownership records	
MOT certificates	
Roller **brake test reports**	
EBPMS reports	
Maintenance Contract OR **Leasing Contract**	
PSV 112 OR **PSV Incident Report form**	
TOTAL MARKS	**8**

Question 6

Walvingham Executive Travel Ltd (WET) is beginning to plan a new local bus service in Walvingham, as described in the case study.

Give EIGHT items of information related to the proposed local bus service itself that WET would have to include in an application to register the service with the Traffic Commissioner.

(8 marks)

This question was designed to test candidates' knowledge of the requirements for registering a regular service, an activity that forms a routine part of a Transport Manager's responsibilities.

It offered candidates a good opportunity to achieve high marks, as all the information required to answer it was contained within the case study and relevant training materials. Additionally, there were 26 possible answers available from which candidates only needed to identify 8.

A total of 14 (26.9%) candidates scored 7 marks, with 28 (53.8%) candidates achieving the full 8 marks.

Set out below are model answers, with 20 acceptable answers for the 12 available marks .

Marking Notes:- (if required)

1. Mark the first eight responses only

ANSWER	MARKS
proposed **start date**	8
the route **number** or **name**	
the place that the service **starts**	
the place that the service **ends**	
bus stop identifier **or stops**	
main **points serviced** on route	
the type of service to be run	
days of the week it would **operate**	
frequency of operation	
public holiday variations	
any **reversing** needed	
does it need **new bus stops**	
is it a **hail and ride**	
any **subsidies** involved	
which **Traffic Areas** will the service operate in	
quality partnership involvement	
route description	
route variations	
timing points	
terminus points	
layover points	
stopping arrangements OR **any stops that are longer than required to pick up passengers**	
the **types of vehicle** to be used	
timetable	
Name of operator	
Operator Licence number	
TOTAL MARKS	**8**